1925

The Commercial Car Journal

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A Midnight Episode
or
Whose Service Serves?

By ALBERT G. METZ

TIME: 11.30 P. M. Friday evening.

SCENE: Jackson's Garage, on the outskirts of the city.

"Give me Preston 1486."————
A few seconds later the nickel clanked.

* * *

"HELLO, is this Mr. Black, the manager of the Jenkins Truck Sales Agency!

"Yes, this is Mr. Black!

"Well, this is Dick Jones, the hauling contractor. You sold me a truck last year. I'm out here at Jackson's garage with a broken bearing in the rear axle. Jackson hasn't a bearing that will fit, so I thought maybe you wouldn't mind running in town to get a bearing out of your place, and send it up here by taxi. I certainly will appreciate the favor. We're on our way to New York with a load that's got to be in New York tomorrow morning and every minute counts. You know———

"I'm sorry Jones, I'd like to help you but we don't stock bearings anymore.

"What? You mean to tell me that you sold me a truck which you are unable to service. Well of all the blankety-blank-things I ever heard of, not even keeping a few bearings on hand. Say you people give me a pain———

"Wait a minute"—cut in Black, "before you get me all wrong. We are still handling certain parts for our truck, but not all of them. If you want certain castings or parts which are special we have them. But I am not going to tell you the story to-night. I'll get you fixed up. You call up Morningside 2330, and ask for Jack Simpson. He's the manager of the R. P. Emporium. Tell him I asked you to call. He'll take care of you. When you get back, call around and I will tell you the story. Good night and good luck!"

* * *

Three days later Jones dropped into Black's office.

"Hello, Jones, did you get fixed up alright the other night."

"Fine" replied Jones. "Got the old boat on the road in about an hour and a half. We hit her up some and got the stuff unloaded right on time—but say what's the idea of canning some of the service?

"Well," replied Black, "there's a whole lot to the thing and if you're willing to listen I'll tell you. Here, have a cigar and make yourself comfortable.

"In the first place—I want you to change your idea that service and selling replacement parts are one and the same thing. My interpretation of service means a completely equipped shop, high-class machinery, competent mechanics and so forth, so that the owners' machine can be repaired or reconditioned from stem to stern. But service doesn't mean that the owner should expect to have a part delivered to him at midnight by the dealer, when if the same accident occurred during the day time he would go down town and buy it from some jobber or from a bearing supply house where he would possibly get it cheaper."

Jones colored slightly and was about to make a remark when Black followed with this pacifier.

"Of course, Jones, I don't blame you at all. It's the foolish idea that the factories have which is making this parts business a joke with a lot

of dealers. No dealer under the skies can hope to make a profitable business of selling replacement parts at factory list prices, when the same parts can be purchased elsewhere at from 25 to 50 per cent less. The idea that you ought to buy the bearing from me when you can buy the identical bearing elsewhere a whole lot cheaper is a lot of applesauce."

"That's the reason why many dealers are losing money. They're carrying a lot of stuff on their shelves which they will never move, especially at the prices which they are supposed to get. In other words they are handling parts for the benefit of the motor truck factory that prefers to think it is in the 'parts' business rather than in the business of building trucks."

"As I told you the other night, we are still handling certain units, such as engine blocks, crankshafts, frame parts, spring hangers—well here's our new printed list. That will give you the whole dope. We are not making any secret about it. Of course, we will always be glad to take care of any repair work, on the same basis as another shop would do."

"And now I am going to let you in on something we are going to do, very shortly. We're going into the replacement parts business."

Jones gasped. "For the love of Mike, I thought you just got through telling me that you can't sell parts, bein' your a dealer?"

"Exactly," replied Black. "But our replacement business will be conducted as a separate business. It will be independent from our truck sales department. We're going to establish a parts supply depot that will be open to all comers. Instead of handling a few pistons for our own trucks we're going to sell a line of pistons, rings, bearings, valves, gaskets and all such parts for which there is a real market.

"We will also install modern grinding equipment, bearing boring machines, crankshaft straightening presses, and all kinds of tools that will make our shop one of the most up-to-date ones in this community. Then we will be able to handle any job that comes into our place and do a real high class job.

"We're not going to confine ourselves to selling parts that fit only one make of vehicle. We'll be able to supply parts for half the dealers in this town. We're going to make it a real business. Our prices will be right. We'll cut out all the unnecessary overhead that a lot of dealers are burdened with. We'll give them prices which they can't touch elsewhere, because we're going to make a business out of this thing.

"Incidentally you will be paying less for the parts, because we will buy them right. Do you get me?

"You know, Jones," continued Black, "this replacement business is assuming a whole lot larger proportions than many manufacturers realize. That's one of the reasons why there are going to be more and more concerns in the truck field that will handle the replacement business on a big scale. A lot of those concerns will develop from the ranks of present dealers. On the other hand a lot of dealers will give up trying to run a half-baked parts department, which is costing them much more to run than they're getting out of it. Some of those dealers who give up the parts business, will then have more time to devote to selling transportation. They will be getting their profit out of the sale of trucks and won't be giving most of the profit away figuring that they will get it back later in the parts department—which they usually don't. Do you think I'm right?"

"Absolutely," replied Jones, "and furthermore, it will save us fellows money. It will cut down our overhauling expenses and give us a chance to keep our machines in better condition, because we won't mind spending the money on new parts when we know that the prices are right. We'll get lots more service out of our machines. Tell you the truth, I never could see how you could make any money out of that parts department of yours. Well, I've got to run along now—let me know when you open the new place. So long!"

* * *

Perhaps the foregoing illustrates the difference between running the replacement parts business as a "business" and as an "accommodation."

For a long time the motor truck dealer has been encouraged to handle service as a means of producing satisfied customers. Some dealer and factory branch service stations exist simply to give visual evidence to the customer that his truck can be taken care of in the event that something goes wrong. It at least gives the salesman an opportunity to say that "we give service, we can take care of anything that might happen to your truck. You needn't worry about parts. We can fix you up anytime."

Our observations have indicated to us that there are many dealers attempting to handle parts at exorbitant prices and wondering why their customers are not patronizing their parts departments. A few years ago some prominent parts manufacturers organized their own parts supply houses merely to protect themselves. Those were the days when few dealers handled parts at all. The factories couldn't see the service end with a ten-inch telescope. The parts manufacturer had to do something to protect himself. The business proved very successful.

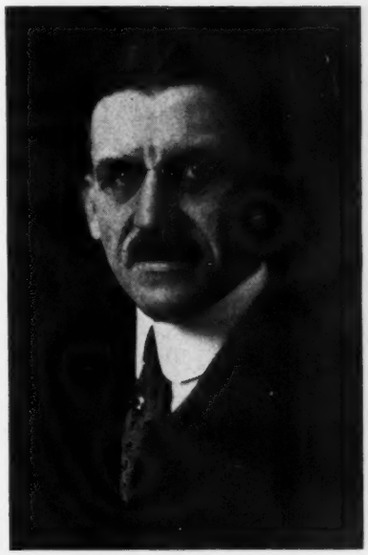
But later on when some of the truck manufacturers saw what they were missing they got busy. Now some are overdoing it, loading up the dealers with more parts than he needs on the premise that the parts business ought to bring in a good profit. Actually the parts department can be made profitable. But if the truck sales department shows a loss, and the dealer thinks he can give away his profit at that end—hoping to recoup it from sales in the parts department, well—it can't be done!

You cannot burn the candle from both ends.

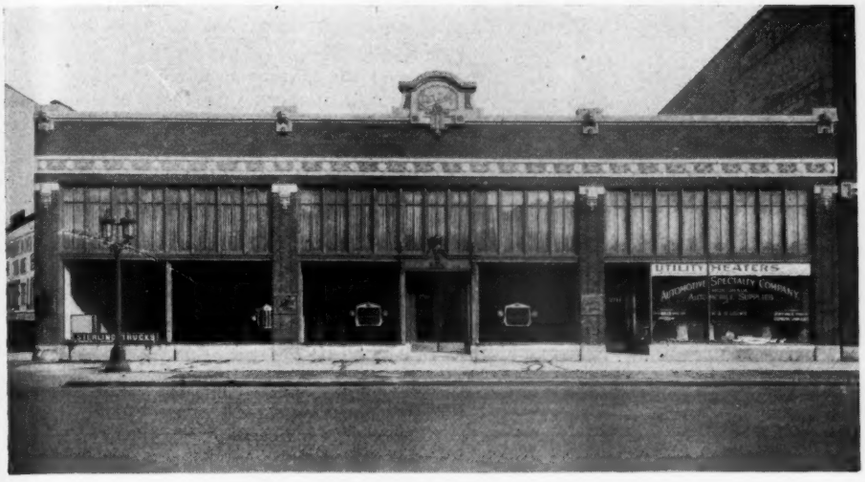
Does Your Service Justify Your Investment?

How a Chicago Dealer Makes $140,000 Worth of Service Pay

By H. LIONEL WILLIAMS



W. J. Wittenberg
Vice-President and Manager of the Sterling Motor Truck Co., of Illinois, 2709 Michigan Ave., Chicago.



The Sterling Truck Co., of Illinois

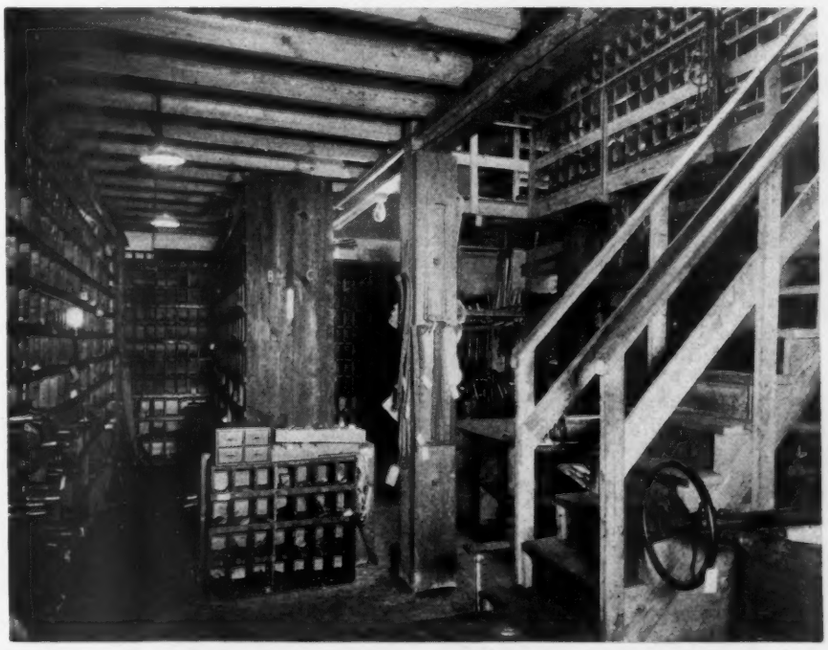
TWELVE mechanics at 65 to 85 cents an hour handle over $140,000 worth of repair and maintenance work each year for the Sterling Motor Truck Co. of Illinois. For this work they employ the following equipment: 1 lathe, 1 drill press, 1 emery wheel, 1 electric drill, acetylene welder, and a small forge and anvil, which would probably total a minimum of $800 at present day prices. In addition there are engine cradles, transmission stands, and benches valued at $2400, and a multitude of special tools and ordinary hand appliances worth about $2,200. The equipment therefore represents an investment in the neighborhood of $5,400.

The actual space occupied by the service department involves the equivalent of a rental of $300 a month, apart from the other overheads, such as heating, lighting, etc. Included in the $140,000, which is the gross return of the service department, is the cost of the spare parts supplied. On this basis the profit of the service department for 1924 was practically $7,000 net—admittedly not a vast sum, but nevertheless a profit, which is more than many service departments can claim.

As is usual practice, W. F. Wittenberg, the vice-president and manager, finds it convenient to group the parts department with the service end of the business. It is however always possible to determine whether either of these is carrying its share of the profits or not, and the arrangement does not prevent the merging of the parts section, with its three stockmen and clerks, and its distinct expenses; in the general overheads of the maintenance department.

Opposed to Flat-Rate System

Wittenberg believes that he has got his overheads as low as possible because he has no "white-collar" men in the service end of the business. The service foreman is a man chosen because of his practical knowledge of the work he has to do, and fears of soiling his hands do not deter him from making sure that the mechanics have made a thorough job of the work in hand. This is but one factor in the plan of making maintenance cost the truck user as little as possible. The trucks are sold on the basis of low-cost transportation, so that it is in the dealer's interests to see that the customer gets what he pays for. That is why Wittenberg is opposed to the flat-rate system of repairing. He believes in giving the man who takes care of his truck the advantage of his foresight. For instance two trucks will come in for the same kind of a job. One will present no difficulties because it is clean and the parts have been kept lubricated,



$30,000 Worth of Parts Call for Systematic Handling and Careful Inventory. This Shows One Section of the Sterling Chicago Stock Room

The Sterling Truck Service Department Made $7,000 Net Last Year

while the other one will take several times as long to do because the parts are cased in dirt and the joints and threads rusted up. Why should the man who has taken care of his machine pay the same as the other fellow?

Special Tools Expedite Work

Considerable time and effort has been spent in devising and making special tools which help to expedite the repair jobs. The less time the vehicles spend in the service department, the better pleased is the customer. A system of oversize parts has been adopted whereby worn units such as steering knuckles can be quickly reamed out and an oversize spindle fitted. Arrangements are also made for the building up of worn parts by the deposition of metal. This work is farmed out but the machining and finishing is done on the premises. Other work such as welding also is farmed out, the welding equipment being used for heating bent frames and other small jobs. Fine limit jobs such as the grinding of crankshafts are sent to the factory, but these are few and far between.

Naturally, as in all service departments, the work ebbs and flows. Some days may be slack as far as outside work is concerned and on some occasions the men are called upon to work until 12 midnight. No twenty-four hour service is maintained however. On the other hand there is usually sufficient work to keep the men busy, for practically all traded-in vehicles require overhauling, and about 75 per cent of all truck sales involve a trade.

Although it is possible to procure many parts within an hour from authorized Sterling parts dealers, about $30,000 worth of parts are kept on the premises. These are kept up-to-date by a perpetual inventory system, which is subject to a trial balance every month. Stocks of used trucks likewise are depreciated on a monthly basis, while those of negligible value are junked. Some, on the other hand, are sold to the factory where they are rebuilt and sold as such under full guarantees.

At the present time the Sterling Company is investigating the whole question of job costing, with a view to ascertaining whether it will pay or not to install high-speed equipment at all factory branches. Such an innovation would undoubtedly be an attractive proposition from the viewpoint of the truck user, but whether it would prove an economically sound investment for the factory is yet to be determined. While under careful management and organization as in this case the service department can be made to show a fair return, conditions are often such that unless carefully watched the department takes away more than it gives to the selling end of the organization.

A Simple Stock Checking System

A system of bin labels and holders which provides an automatic check on the stock of individual parts has been worked out for use in service station and repair shop parts departments.

Each drawer, bin, or compartment is provided with a metal label holder and with a printed label which states the part name and size or number of the part kept in that particular space. The label is printed in black on white stock.

The quantity of each part on hand is indicated by an arrangement of cards of different colors. When an individual space contains a normal quantity of parts the regular white label is in place. When the salesman or parts order boy notices that the stock becomes low he inserts a red card in back of the white one leaving a margin of ¼ inch of the red card showing. This is a signal to the person in charge of stock that this item is running low.

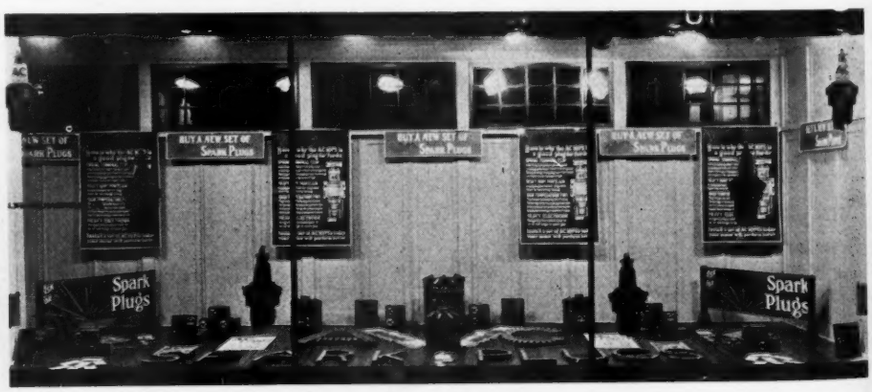
At the end of the day the stock is checked by looking for the red cards. When a note has been made of the part needed a buff card is put in place of the red one which shows the parts salesmen that more have been ordered. When the parts arrive the buff card is taken out and the plain white label alone shows that the stock is normal again. In case more parts have been received than the bin will hold, a blue card is placed back of the white label, showing a margin of ¾ inch of blue. This indicates that there is a reserve stock, in addition to that in the bin.

This system can be used in place of a perpetual inventory kept in book or card form. It indicates the condition of the stock directly from the parts in the bins. The indication that a certain part is running short is given by the parts salesman in the course of his daily work. The ordering and supply of the wanted parts then follows the usual shop routine.

The Haddon Bin Label Co., of Haddon Heights, N. J. make the stock signal system here described. They supply the labels, printed and colored, the label holders and also stock box cabinets complete with the card signal system.

The Haddon Bin Label

By means of a series of colored cards inserted in back of the regular bin marker the amount of stock on hand is readily observed.



It Isn't so Much What You Display as the Way You Display It

This is the principle of E. L. Wilson Hardware Co., Beaumont, Texas, distributors of auto accessories and garage equipment, and they get results. Pedestrians are drawn to the window as if by a magnet. The attractive window trim on this occasion is exclusively of one product, AC Spark Plugs.

What Are *You* Doing About It?

Have you ever thought, Mr. Dealer, what would happen if you should wake up tomorrow morning and find that all motor trucks had disappeared? It is said on good authority that if it were not for motor trucks there would be only 25% as many passenger cars on the streets today. This story shows the predicament that automobile owners would be in if it were not for the general use of the motor truck that they sometimes so vigorously condemn. When you hear of anybody roasting the motor truck, tell them this story

By R. P. KELLEY, Assistant Advertising Manager, Autocar Co., Ardmore, Pa. (Copyrighted)

"CONFOUND these motor trucks," said the tourist to his wife as he slowed down to a mere "thirty" to pass a truck that was moving right along at twenty miles an hour. "That's the second one we've had to slow down for in the last five miles. We're never in the world going to be able to get into the hotel in Washington in time to get ready for dinner."

Replied his wife: "Yes, Tom, I know it. Wouldn't it be great if we could wake up tomorrow and find that every motor truck had been wiped completely off the earth over night? The rest of our trip would surely be a lot more enjoyable."

"That would be too good to be true," agreed friend husband. "There's another of the darn things ahead. This business of slowing down to twenty-five or thirty every mile or two to pass a truck is getting on my nerves."

The next day at breakfast Mr. and Mrs. Tourist were greeted with big headlines on the front page of their morning paper:

"My gosh, our wish has come true,"

"Horses to the Right of Them, Horses to the Left of Them—"

MOTOR TRUCKS PROHIBITED

Federal Government Rules Motor Trucks Off All Streets and Roads

PASSENGER AUTOS EXEMPT

Washington, March 9.—Beginning tomorrow morning at 6 A. M., all motor trucks will be prohibited from all streets and roads as a result of a general and ill advised complaint. Whether the ruling will stand remains to be seen. It is predicted that the driving speed which the passenger car owner has enjoyed will be cut down to two to three miles per hour.

cried the tourist jubilantly. "Let's hurry through breakfast and get on the road."

Five minutes later they were on the way. "This is the life," exulted Mrs. Tourist, "no slowing down for trucks today. We're going to cover some real distance."

But their joy was short-lived! A block away from the hotel was the business section of the city. Not a motor truck was in sight, but the merchants and manufacturers had realized that hauling and deliveries had to continue or business would stagnate and cease. They had resorted to the only other known means of local transportation—horses.

Every street was a tangled maze of horse-drawn vehicles. In the few places where traffic had not been tied up completely, long lines of these vehicles were moving along at only a snail's pace. Ahead of the tourists were eight or ten wagons plodding along at a mile or two an hour. Their combined load would have been a good job for just **one** fast-moving motor truck. For every motor truck that had been on the streets the day before, there must have been at least a dozen slow-moving, horse-drawn vehicles that filled up every inch of street space available. Horses to the right of them, horses to the left of them, horses in front of them, poked along and stumbled. The traffic paralysis was complete.

It finally took the tourists over two hours to get out of the central part of the city of Washington and into the suburbs. Even there the absence of motor trucks made itself felt with one delay after another, and their speed was for the most part limited to that of the many horses on the streets. And then they began to worry about their other car which had been left at home for their daughter to use.

"I wonder if it's the same way back home in Atlanta," she fretted. "Kathryn was going to take the car into the city to go shopping today. If it's as bad back home as it is here in Washington, I'm afraid she'll have a hard time of it."

"Yes, if the loss of motor trucks is going to have this effect on traffic, we might as well dispose of the other car and only keep this one. There's no fun in driving through conditions like this."

She replied: "I read somewhere a while ago that if it weren't for trucks there would only be about a quarter as many passenger cars in use, but I never believed it before. I don't know but there's something in it after all. With so many horses on the street, a lot of people wouldn't bother to own a car."

"I wonder if we had better stop at that telegraph office and wire Kathryn to accept that offer for the other car that we had from Mr. Smith the day before we left."

Both agreed on that point. They drew up to the telegraph office and went in.

"We want to send a telegram to Atlanta," said Mr. Tourist to the clerk.

"I am sorry," said the clerk, "but some poles are down somewhere between Washington and Richmond, and we can't get any telegrams through. We may not be able to find the trouble for a day or two yet, as all of our motor trucks are laid up

and we have no means of getting out along the line, either to find the trouble or get supplies out there to fix it."

And that was the end of any thought of telegraphing.

A mile or two outside of the city they came to a big sign along side of a road and this is what they read:

LONG DETOUR

Work on this road has been indefinitely suspended due to the fact that no motor trucks are available for hauling and distributing the material. The appropriation made for the construction of this road was figured on the basis of using motor trucks. To accomplish it by any other method would incur several times the amount appropriated and the project must be abandoned. Motorists, write to your senators and congressman at Washington and urge them to get this truck prohibition rescinded. Just realize that no more roads can be built without motor trucks and that it is the motor truck that has made it possible for you to have the use of all of the roads that have already been built.

Mr. Tourist hesitated a moment and then turned his car off onto the narrow stretch of mud that answered the purpose of a road. A few miles of bouncing and skidding and sliding around in second gear and they overtook a line of three-double-horse teams, apparently moving the household goods of just one family. The road was so narrow that there was no opportunity to get by without danger of sliding into the ditch. For three miles they had to trail that caravan of horses, up hill and down hill—the pace so slow that it was often necessary to slip the clutch, even when in low gear.

—And This is What They Read

"If a motor truck was handling that moving job, we could at least trail along behind it at fifteen or twenty miles an hour," he complained. "Listen to the engine boil."

Finally they got by and it was possible to increase their speed to "fifteen" for a short distance. A gasoline filling station appeared around a curve in the road, and as he turned in he said: "We must have been eating up so much gas getting through all the obstacles we've met this morning that we'd better fill up."

But the proprietor of the filling station came running out, shouting: "I'm sorry, but we're out of gas, and I don't know when we're going to get any more. The truck that stops here every day didn't come this morning, and it's so far from the branch distributing station of the gasoline company that I expect they'll stop delivering to me altogether. It's eighteen miles down this road to the next filling station. You'll come to it just this side of the place where you'll have to take a ferry across the river. Hope you have enough gas to get there, but I'm afraid you'll find they're all out of it, too."

At one place, a short distance from the gas station, they inquired of a farmer how far it was to the ferry.

"Sixteen miles, I'm sorry to say," he replied. "Too far for me to try to get my week's supply of butter and eggs down to the railroad station with horses, and they've stopped the motor truck that was running by here twice a week to pick up the things we wanted to send to market. I don't know what I'm going to do if they won't put it on again. I can't make a living from this farm without selling some of my produce, and I haven't any way to get it to market without that truck."

"I'm beginning to think that motor trucks aren't so bad as we thought they were," said the tourist, turning to his wife. "I hope we don't run out of gas before we get to the ferry."

Fortune was with them, at least in this respect, and they finally came in view of the river and the ferry in the distance. But they were chagrined to see between them and the ferry wharf a line of wagons and autos that must have been over half a mile long. Normally, the boat could take care of all the traffic that came that way, but the additional number of horse-drawn vehicles that were now necessary to take care of the volume of hauling that

Building Operations Stopped

WITHOUT TRUCKS!

Freight Cars Idle

Department Stores Closed

Food Prices Increased

Gasoline Stations Dry

motor trucks had been doing, together with the additional space on the ferry taken up by each of these horse vehicles, had reduced the boat's capacity to a small proportion of what it was when trucks were used.

Another two hours of alternate stopping and starting brought them up to the ferry. They were fortunate in getting their gas tank filled, and they finally got across the river.

By nightfall, after a hard day of driving, they were only just entering Baltimore, a distance of less than fifty miles. The day before, with trucks taking care of the hauling, they could have made the trip in a couple of hours.

Even then their troubles were not ended, for as they got down into the city they were buried again in the same maze of horses and wagons that they had passed through in getting out of Washington that morning. At one street intersection a street car had broken down, tying up the movement of traffic in the only part of the street that was not filled with a labyrinth of horses. The regular motor truck that answered such calls could not be used, and it was nearly three-quarters of an hour before the arrival of the trouble crew and equipment that had been sent out from the car barns on a double-horse wagon.

At last they drew up before their hotel in Baltimore, realizing that motor trucks, instead of detracting from the pleasures of automobiling actually have made the extensive use of the automobile possible. But even then they were still to learn by bitter experience another way in which the motor truck has improved not only the pleasures of touring, but also the living conditions of everyday life. As they picked up the menu in the hotel dining-room they found a printed slip of paper attached to it:

> The order prohibiting motor trucks has made it necessary for us to increase the prices printed on this menu by 33 1/3 per cent. This is not an arbitrary increase in prices by this hotel, but is a pro rata increase which has been made to us by our suppliers, because of the additional cost of shipping and delivering.
>
> Until further notice we cannot serve our usual exceptionally fresh vegetables, milk or dairy products due to delivery conditions and the difficulties involved in getting these products in from the country. We hope to partly correct this condition shortly, but we regret that we will probably have to discontinue the extraordinary fresh country products which have in the past made the cuisine of this hotel so famous.

"That settles it for me," said the tourist. "We'll take what there is to eat and pay the price; and then we'll go out in the lobby and follow the suggestion on that detour sign to write a letter to our congressman about getting trucks back again. I never knew—"

"Excuse me, sir," interrupted the waiter, handing him an evening paper, "but it won't be necessary for you to do so."

Across the whole front page were the headlines:

TRUCK PROHIBITION ORDER RESCINDED

Business Paralysis and Traffic Congestion Cause Congress to Meet in Emergency Session This Afternoon and Write Order Off the Books

Drastic Embargoes in Effect on All Railroads

Over 1,000,000 Telegrams Urging Reinstatement of Trucks Received by Congress Today

NEW ORDER EFFECTIVE IMMEDIATELY

Washington, March 10.—The order which the Federal Government issued yesterday, ruling motor trucks off all roads and streets was short lived. Not only did this order cause untold loss in business throughout the country, but traffic conditions were the worst in the history of the country. raised immediately. Tons of fresh vegetables which arrived yesterday morning at the South street wharf could not be moved. The spoilage will run into hundreds of thousands of dollars. It was impossible for the teamster to make any headway at the loading platform. The

Said the tourist: "I've never enjoyed reading anything so much in my life. I've been worrying for fear I ought to get back to the office and straighten out all the trouble that must be happening on account of congestion in the railway terminals and all these embargoes they are putting on. Now we can finish our trip and enjoy it; and we'll probably have time to stop off for two or three days in Boston after all."

Replied Mrs. Tourist: "And to think that only twenty-four hours ago we were condemning motor trucks. What condition do you suppose we would be in if we had never had any trucks at all; and the things that trucks have already done for us had all been removed along with the trucks themselves—"

"And in addition," agreed her husband, "We must not forget all of the tremendous economic advantages that trucks have made possible and that we've not thought of in our own personal inconvenience today. I've been doing a lot of thinking while we were moving along at two or three miles an hour and I've come to realize all the things that we really owe to motor trucks.

"They've lowered prices on nearly everything we buy because they've reduced shipping costs; lowered the retailer's overhead expense by permitting him to carry lower stocks; and reduced manufacturers' expense, not only because of their better transportation facilities but also because they have enabled manufacturers to locate on cheaper ground farther removed from expensive locations.

"They've improved the condition of the railroads because they have taken over a large part of the railroads' unprofitable short-haul business. They've improved the conditions of the farmer because they've given him a wider choice of markets. They've improved the condition of the city dweller by giving him fresher and cheaper food. They've even made it possible for us to have better fire protection and lower insurance rates. They've given us quicker and better mail service, and better deliveries from big, centrally located stores.

"The roads that they've built have made it possible for us to own our passenger automobiles, enjoy them for pleasure and use them for business; to live in pleasant surroundings outside the city, if we so desire, for distance means nothing with good roads and automobiles.

"In the short space of a few years they've either directly or indirectly revolutionized our whole standard of living. We've had just a taste today of what would happen if there weren't any motor trucks. I feel as though I could talk until after midnight about the virtues of motor trucks and——"

"Amen," interrupted Mrs. Tourist. "But let's go upstairs and get to sleep, so that we can be out on the road bright and early in the morning. Because we'll be able to **enjoy** our ride tomorrow—and, with trucks back on the job again, we can cover a real distance, too."

With apologies to Briggs

Once More That "Grand and Glorious Feeling"

Service is the Problem!

Here is Something for Manufacturers to Think About. It Demands Early Action. Specialization Necessary for Maximum Efficiency

FOR many years now the motor truck dealer has been taking the product of a highly specialized manufacturing process into his service department and by the application of more or less skilled effort has been endeavoring to mitigate the natural effects of misuse and ordinary wear and tear. No operation to which he subjects this mechanism in any way approximates the manufacturing processes solely because of the lack of precision tools, and, what is equally important, precision labor.

In other words, although all repair work is compromise, that executed outside of the factory is comparatively inefficient and therefore costly. This statement of facts discloses nothing that is new. Its significance lies in the fact that the time is rapidly approaching when action will become necessary. More than one truck manufacturer is engaged even now in investigating alternatives to the dealer service station.

Trucks are now bought and sold on the transportation service basis. The trucks of the near future will be bought on the cost per ton-mile of maintenance and operation, over its whole life, and the firm that will sell the most trucks will be that manufacturer who can ensure the greatest longevity with sustained economy of operation.

The Effect on the Dealer

Then look at the dealer side of the picture. It takes a lot of money to set up business as a merchandiser of motor trucks today. Overheads are trebled because of the necessity for providing service to the user: A separate department to the sales must be organized which department may or may not be a source of income. With the used truck sales and trading, the dealer finds himself saddled with three businesses, each of which has enormous possibilities as a disperser of profits accruing from any other. In very few instances do two of these prove to be anything but parasitic growths of the main business.

The most efficient dealer is he who can concentrate on the sale of the product. The exigencies of the motor trade however are such that it is necessary for the manufacturer or merchandiser to provide ready means for the user to receive skilled attention whenever necessary, and until such things as entirely capable and dependable private maintenance concerns become established this state will continue to exist. The present position therefore is that the manufacturer must provide the best and most efficient means of maintenance for such of his products as are already in use.

This means that the system whereby the truck user can spend several hundreds of dollars on having his engine faked up to last a few more miles, when the entire unit can be rebuilt by the factory at less cost, will be abolished.

Will the Branch be Profitable?

One manufacturer is contemplating selling entirely through factory branches, and equipping these branches with the best and most up-to-date precision machine tools so that the work turned out will bear favorable comparison with the new job. Whether this will be the solution remains to be demonstrated, but the sales will certainly have to be considerably boosted to take care of the terrific overhead involved.

The Ideal Arrangement

Under ideal conditions of course the manufacturer would utilize the whole of his capital and resources in the manufacture and refinement of his products, while the dealer would bend his energies solely to the distribution of those products. Servicing then would be handled by independent concerns, preferably specializing in one or two makes of trucks. Free service where desirable could be handled on the coupon system as now used by some makers.

Specialization is the need of the times, for out of it arises maximum efficiency.

At the present time only the manufacturer can give anything approaching ideal service to the user, but few manufacturers are organized to give this service. The time is not only coming but **has arrived** when the servicing of a motor vehicle is as important as its initial construction. The handling of this servicing therefore calls for as much thought and consideration as the manufacture, and the manufacturers are the people to do the considering.

In the absence of the highly organized independent service station, the manufacturer has the choice of four lines of action: He can shift the whole responsibility for service after sale on to the dealer—albeit a most unwise procedure; he can assist the dealer to the extent of installing the best type of equipment and providing the skilled labor to operate it; he can institute an arrangement whereby the major portion of the work, and all the more refined jobs are done at the factory; or he can sell his vehicles on the substitute unit basis.

These things he can do alone. Collectively the manufacturers might finance or otherwise encourage the establishment of a high-grade service station that would turn out work as nearly like a factory job as is possible.

Helping the dealer as suggested means the outlay of considerable capital away from the factory, while the maintenance of a competent staff of mechanics at these branches is often a practical impossibility.

Handling part of the work at the factory of course involves loss of time during which the owner has not the use of his vehicle and imposes upon him the extra cost of freightage. The latter however may often be more than offset by the better quality of the work done, and the use of the vehicle can sometimes be maintained by the installation of spare units. A variation of this method provides for standardized oversize parts such as cylinder blocks which are kept at the dealer's premises and allow of repairs being affected with a minimum of fitting work on the part of the service department.

Principle Not New

The plan of selling on the substitute unit principle is not without precedent. Numbers of users have very readily taken to the scheme whereby an engine manufacturer keeps their vehicles supplied with efficient power plants in good condition. Assuredly there is room for the extension of this practice to other units. Then every unit would be purchased as so much service.

Whatever plan is finally adopted, there is at the present time a call for much hard and constructive thinking on the question of service. As time goes on service looms larger and larger in the eye of the truck operator, and it is to the manufacturer he looks for the answer.

10,000 Martin Trailers at $380

The Martin Fifth Wheel & Trailer Co., Springfield, Mass., has scheduled its production so as to turn out 10,000 semi-trailers of the three-ton stake body type at the low price of $380. This is the first time, we believe, that quantity producion on one model of a trailer has ever been attempted on such a large scale.

How to Hold Your Old Customers

This Dealer Devised a Plan Whereby the Company Established Permanent Relations, Increased Service Business, Stimulated Sales of Equipment and Developed New Prospects

By M. J. QUOITS

HOW many of your original customers can you boast of having on your list? Can you honestly specify 58 per cent.

Considered from another angle, are you getting your legitimate share of service business; business which rightfully belongs to you?

If you are not, then you have failed to put the proper effort behind the original sale or you have failed to establish the right kind of relationship with your patrons.

It should always be the aim of commercial car dealers to establish a permanent relationship with their customers. To accomplish this is no easy matter. The extent of success in this respect is in proportion only to the amount of merchandising tactics and effort brought to bear. Real thought and energy is required. Many methods are attempted by dealers to establish this very desirable and profitably relationship but usually with indifferent success. The essence of the problem is, how shall a dealer bring his customer into his shop? Or, how shall he induce the customer to come around with the belief that it is for his own good?

New and Old Business

A service bulletin plan, put into operation last summer by the Foss-Hughes Company, Pierce-Arrow distributor in Philadelphia succeeded in putting across, the "Welcome Home Act" for this company. It has already proved most effective in this respect. With its plan the company is holding many old customers not to mention the extra business brought in.

While the plan was primarily an effort to help Pierce-Arrow owners, it was also designed to produce more business indirectly for the service shop.

HANG THIS IN ○ YOUR GARAGE

CARS PIERCE-ARROW TRUCKS

SERVICE BULLETIN

We recommend DUPLEX Oil and Grease

Truck

LUBRICATION SERVICE

Truck Thoroughly Oiled and Greased
All Models $15.00

Renew Oil in Transmission
All Models . . . $4.00

Renew Oil in Rear Axle Housing
All Models $5.00

Lubricate Chassis only
All Models $4.50

Renew Grease in Steering Column
All Models $1.75

Renew Oil in Hoist
All Models $4.25

Renew Oil in Engine Crankcase
Models W-2, WC, R-10, RE, RF, Tractor, $3.50
Models X-2, X-3, X-4, X-4 Special . . 2.75
Models R-1 to R-8 Inclusive 2.00
Models R-9, X-5, XA, XB 2.50

USE DUPLEX OIL

PIERCE-ARROW truck owners should take advantage of this opportunity to receive careful and regular Lubrication Service at these minimum prices. It will reduce their repair bills and add considerable mileage to their trucks.

USE DUPLEX GREASE

FOSS-HUGHES COMPANY
21st & MARKET STREETS. PHILADELPHIA, PA.
"PIERCE-ARROW DISTRIBUTORS FOR 18 YEARS"

(OVER)

Special Rate Schedule of Lubrication Service. This Card Induced Patronage

The plan consists of bulletins sent out by the company whenever certain conditions or seasons warranted. They are accompanied by a letter of explanation containing information of a very valuable character. The nature of the information is such that the customer is pleased to receive both the bulletin and letter.

It did not take long for the story of the unusual service provided by the company to circulate by word of mouth from satisfied customers to friends and acquaintances. Besides, these cards hung on the garage walls of regular customers where they were certain to attract attention, excited active interest. The company claims that by reason of this plan new business, which otherwise would not have been obtained started to come in. Another piece of evidence indicative of the interest aroused are the letters received by the Foss-Hughes Company requesting additional bulletins for their friends.

Three kinds of bulletins are issued, lubrication, polishing and cold weather bulletins. They offer varied services. Printed on deep buff colored cards of a size convenient to mail, they make up attractively. Black type is used with special points in red for emphasis.

Stimulates Equipment Sales

An incidental feature of the bulletins is an indirect recommendation of some product carried exclusively by the Foss-Hughes Co. For example, a special brand of oil or grease is recommended on the lubrication service bulletin. Customers making use of the lubrication service detailed on the bulletin invariably specify the brand of oil recommended. This, obviously, results in additional revenue for the company.

The most popular bulletin seems to be the lubrication service. In it is outlined

Recommending Participation in the Special Lubrication Service

The value of correct and periodical lubrication of Pierce-Arrow cars or trucks cannot be emphasized too strongly. It is one of the most important items in the proper upkeep, from an economical standpoint as well as from the standpoint of fine riding qualities and complete motor satisfaction. However, all of our owners do not have the facilities for doing this work or they do not care to be bothered with it. It is primarily to these owners that we are offering our NEW LUBRICATION SERVICE. This service includes changing oil in engine and timing gear case—bringing oil in transmission and rear axle up to level—filling universals—putting gun on nipple connections and oiling ends of spring plates. The price for this job complete is unusually low and if a yearly contract is signed, this gives you an added reduction.

New Lubrication Service

Furthermore, while it is a good thing for trucks to be oiled and greased regularly by the owners, it is a most essential thing to have the truck brought into our service station at various periods and let our men oil and grease it. The reason for this is that we have better facilities than the owners and the work is done in a more complete manner. For instance, the owner's grease gun has about 3000 pounds pressure while the specially constructed grease gun that we use in our shops is one of 5000 pounds pressure. The advantage of such tools as this is easily seen. It's the same as cleaning your teeth; you may brush them every morning and every night yet you'll go to the dentist every so often and have them cleaned properly.

Bring Your Truck to Us

the service. One side is devoted to commercial cars and the other to passenger. It stipulates a flat-rate cost to the owner for various types of lubrication service. The rate is given for complete oiling and greasing as well as the rates for oiling certain units, such as renewing oil in crankcase, transmission or rear axle housing. This particular bulletin when sent out to Pierce-Arrow owners is accompanied with a letter. It offers a yearly contract for a monthly complete oiling and greasing service at a still greater reduction.

Owners of single trucks as well as fleets have found the yearly contract clause particularly advantageous and many have capitalized on it. The letter also points out that the prices for the lubrication service have been reduced to a minimum in order to have as many owners as possible to take advantage of it. It convincingly tells the story of reduced repair bills with increased mileage by taking advantage of this unusual proposition.

If a customer should respond to the bulletin he is met in the service department by a service salesman. This individual first examines the vehicle and then calls a mechanic who gives it a thorough survey. In the meantime the salesman who made mental notations proceeds to sell the customer on the merits of the plan.

Later the findings of the mechanic are reported to the service department manager. This information which indicates needed adjustments and repairs is presented to the owner. Invariably the owner approached in this manner will take advantage of the advice offered and have the necessary repairs made.

Aside from the contact establishing feature, increased service business, and development of new prospects, this system has eradicated injurious misunderstanding that formerly existed in connection with prices charged customers for oiling service. Customers previously felt that the prices sometimes charged were arbitrary and unjustifiable. Under the old plan if a customer wanted complete greasing and oiling he got it whether certain points were frozen or not, but he was charged accordingly. Herein lay the difficulty; customers refused to believe any explanation. Under the new plan, however, oiling is only done. If anything is wrong the owner is advised later with the suggestion that he have the repairs made to his advantage.

S. Massey, advertising manager of the Foss Hughes Company originated this system of inducing increased contact with Pierce-Arrow owners. That the plan has been a success is evidenced by the fact that truck owners are constantly repeating visits and purchases. This and the fact that many sales are directly attributable to the plan more than compensates the company for the cost of the cards and the effort expended in the development of the plan.

Novelty in Advertising Gets the Business

IN a busy city the exhibits in a show window can often only be seen by the pedestrians immediately in front of the window. The most effective window therefore is one which attracts attention from a distance as well. If the window is on a corner or in some other advantageous position this effect can generally be secured, as Southern Motor Sales Co., of Lynchburg, Va., have proved.

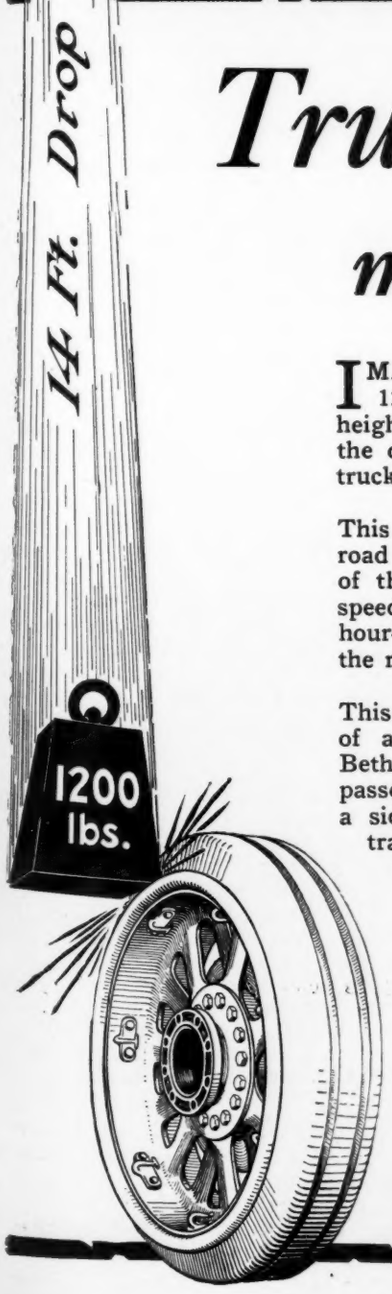
In a successful endeavor to attract attention to their premises, they have allocated one-half their window space to advertising purposes. The whole of this space is occupied by a fresh advertisement each week, and they claim that results have more than justified the outlay.

The announcements are painted on canvas in attractive colors, and embody some amusing feature which never fails to attract attention. As each design is replaced in the window it is posted up on the wall at the back of the showroom, so that it can be seen through the remaining window space.

Designs for these posters are suggested by the salesmen, and carried out for a few dollars by a local signwriter. The effectiveness is therefore out of all proportion to the cost and the dealers feel that they are getting the fullest value out of their window space because people spend a lot longer time window-gazing than they otherwise would do, and the announcements have caused a lot of local comment. Incidentally the idea has been copied in more than one instance.

Get Attention, It Makes No Difference How You Get It—But Get It!

This is the opinion of a successful truck merchandizer located in Virginia. Even a cold and heartless pedestrian will stop long enough to determine the cause if you shout loud enough. So it is with a window display. Devise a stunt that literally screams for attention and you'll get it. And the funnier it is the longer you will hold it.



Truck Wheels made of Rolled Steel

IMAGINE the impact caused by a 1200-lb. weight falling from a height of fourteen feet and striking the outer edge of the tire base of a truck wheel!

This impact is the equivalent of the road shock received by the rear wheel of the average 3½-ton truck, that—speeding along at twenty miles an hour—strikes a sharp obstruction in the road.

This severe laboratory test is typical of a series of such tests that the Bethlehem Rolled Steel Truck Wheel passed, including a compression test, a side deflection or skidding test, a tractive effort test, tests to determine the effect of braking and driving on spokes, a shock test, and a series of fatigue and impact tests to prove the correct distribution of metal in various points of the wheel.

Prolonged road tests under conditions of hardest commercial service followed these laboratory tests. The purpose of the road tests was to wreck the wheels; but the wheels could not be wrecked; they proved their stamina on the road as conclusively as they did in the laboratory.

You can put Bethlehem Rolled Steel Truck Wheels under a truck and forget them.

A copy of our new catalog R-1 showing improved designs of truck wheels will gladly be sent on request.

BETHLEHEM STEEL COMPANY, *General Offices:* BETHLEHEM, PA.

Sales Offices in the following cities:

New York Boston Philadelphia Baltimore Washington Atlanta Buffalo Pittsburgh
Cincinnati Cleveland Detroit Chicago St. Louis San Francisco

BETHLEHEM

Selling Transportation is the Answer

By A. M. PEARSON

THE solution of any problem is delayed only as long as it takes to realize the truth about it.

For several years the motor truck industry has been saturated with a sales condition which in a measure has mounted to a panic. This situation is caused by a servile slavery to the fashion of "meeting competition." At least ninety per cent of the policies and practices are seemingly put on for no reason other than that some one else is doing it; ignoring the fact that blind imitation is one of the causes of great wastes which go to make sales so expensive.

None deny this, therefore it is safe to assume that it is true and upon this reality the solution must be worked out and appropriated for a profit.

The trade papers are filled with articles and advertisements blazing the words "sell transportation." This is good business if we followed it but we do not. We sell trucks and that is not proper because the truck is merely the instrument and not the application, consequently the sale resolves itself into price barter and nothing more.

Since we admit that selling motor trucks is selling transportation, and it is, and since we do not carry out our apparent convictions, there can be no other conclusion than that we are ignorant of what transportation means. So let us take up transportation together with its relation to truck sales and see if it is not the remedy for which we have been so long searching.

Transportation Comes First

In the first place transportation is the deciding factor of economic life. We are accustomed to think of agriculture as the basis, but important as it is, there can be no service from agriculture without distribution. Even in the abnormal strain of war, the very first line of defense is thrown over the communication systems, because they alone mean safety and victory. It is then evident that when we ignore this fundamental principle in selling a tool **for its use** we are breaking a business law and must pay the penalty in some way.

It is estimated that of every dollar we spend for food or general merchandise no less than fifty cents is absorbed in the movements required to get the goods to the ultimate customer. Obviously it was in an effort to reduce the cost of this burden of distribution that brought the motor truck into being and it is upon this side that the selling foundation must be built if it is to last.

A tremendous amount of skill, knowledge, time and money has been applied to the mechanical production of motor trucks. The main office of all this work being to supply a mechanical substitute for physical effort in highway transport. Creditable as all this is, the problem has not been solved because we have forgotten what the **truck is to accomplish after it is placed with the operator.** A comparison to illustrate may be drawn around the adding machine. This instrument was devised to mechanically care for accounting. The time and accuracy inherent to the machine meant profit to the user. For this reason these goods are sold entirely **on what they will do,** their mechanical features being subservient to what they will bring in convenience and profit by their application to computation necessity.

The motor truck is a parallel circumstance. Its form size and motive power are of real worth only when properly applied to the transportation exigency. To attempt sales on any other basis will inevitably reflect to the disadvantage of the customer some way with a consequent reflection to the discredit of the vehicle and the good will as well as profit of the dealer.

Fundamental Laws

There is no mystery about transportation. There are well defined laws governing it and they are scientific, therefore simple. Anyone who is capable of learning the tables of arithmetic can absorb and apply them. The skill of application is of course a matter of the individual. For several years considerable work was done in the compilation of comparative cost figures. It was splendid data and served a good purpose but it did not go far enough. Transportation has grown more complicated, so we need something which is absolutely fundamental.

All transportation is based on three unchangeable laws:

First—A straight line is the shortest distance between two given points.

Second—The regular and precise balance between traffic income and operation disbursement.

Third—The classification of traffic carried on the displacement area in relation to its weight.

The first law is not new and obviously means the saving of time, which in operation as in every other activity is of supreme importance. Cut out the road curves and delays of loading and unloading as much as possible, not arbitrarily but with due regard to the needs of the particular operation.

The second law is not so well known. Traffic income is one essential which has heretofore been almost universally overlooked. The impression is that trucks privately owned and operated have no income. This theory is erroneous, all trucks have an income and the predetermining of this income is the standard of burden against which the expense of operation is properly controlled, whether privately operated or hired, the money involved in the tariff represents an income. The recognition and observance of the income element together with the consideration of classification will absolutely solve any operating problem in transportation.

Selling the Body First

The third law governs the income referred to in the second law. Knowledge of classification simplifies the truck operation in every way. Moreover it enables the salesman to determine with accuracy the type and size of body required and puts him in a position to sell the body first then apply the motive power necessary for transporting. This system is scientific because a body is a movable room of an enterprise whose function is to distribute merchandise safely. A chassis has no power for work until a body is mounted, hence it is readily seen that the body in its application means more to the truck sale than usually considered. A truck classification has been compiled, but if not at hand the railroad classification will do for reference fairly well.

The determination of rates for income should be figured in standard units of 100 pounds governed by the classification and for convenience is generally computed in blocks of five miles each. The formula for determining the rates under this system is as follows:

Pickup + Mileage Haul + Delivery = The Rate.

Arbitrary factors can be set up to apply to the three operations and the probable standard income computed easily by anyone in a few minutes.

An incident of the lack of appreciation of the income factor in truck transportation is present in nearly every truck operation.

Suppose a two-ton truck in the service of a department store. Because of many overlooked features in loading and unloading its cargo, an average of two minutes per hour is lost to distribution. Now two minutes is a small amount of time and seldom bothered about, yet in a year's period it accumulates to the astonishing sum of over 100 hours—ten days of transportation. A two-ton truck has an income value of about $2.00 per hour, therefore the loss to profit under such conditions amount to over $200 in that time.

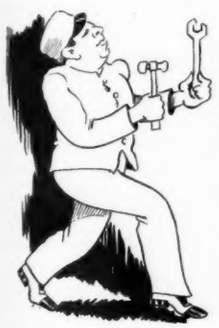
From this illustration alone it is evident that only by a research of transportation elements can we expect to sell profitably. A sale is a transaction for profit and that means profit to the buyer as well as profit to the seller.

Why Wait for 1930?

There's Going to be a Big Difference Five Years Hence. But Why Not Get Busy Now?

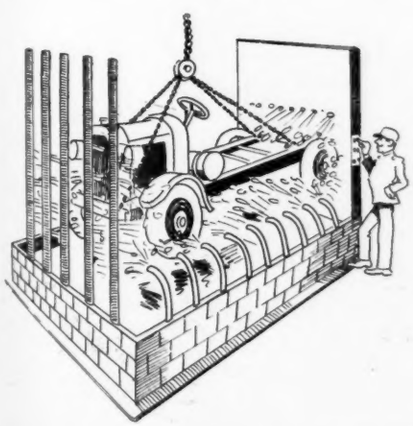
"I SAW a 1930 model repair shop last night. Sure did and I ain't kidding a bit. I was right there and looked her over, inside and out. Some shop I mean to say. I'd give all the money I could scrape or borrow to have a shop like that right now.

"Looked inside and the place was as light and clean as a school. Clean floor, clean walls, clean windows, clean cars and trucks being worked on and CLEAN mechanics. Every man in the place had a clean suit of overalls on. I asked one of them about it and he said that was the way everybody did. Clean suits were ready every morning and each man put one on. Made them feel better and they could do better work.



"Clean suit would last about a minute in my shop with dirty parts and all the dirt around. But there wasn't any dirty parts. All were nice and clean, just like new. Seems they have a room where the parts are taken and cleaned before the men start to work on them. Whole engines and transmissions and rears go in a tank and come out clean as a whistle.

"Must save a lot of the mechanics' time seems to me. And the cleaning can be done by men who are not as experienced as the all round mechanics.



"Talk about tools. Say that place had a tool for every job there was to be done. They didn't depend on the mechanics rooting around in an old suitcase or in a drawer until he found a wrench to fit a certain bolt. No sir. The wrench was right there and right in place so he could reach it and find it with his eyes closed.

"No locks on the tool drawers either. Men didn't have to lock up their tools to keep them and waste a lot of time locking and unlocking the drawer each time they wanted a tool. The tools were there, they belonged to the management and nobody thought of taking one which didn't belong to him. Every man had the tools he needed for one job so he didn't worry about other tools then.

"But more looking around showed me that the parts weren't like any I had seen. Engines looked much different somehow and I gives one a 'close-up.' Boy you should have been there to see what I saw. Accessibility, sure enough. Not just something to talk about, but the real thing. Pump right out where a man could get at it and put in new packing without taking off a generator or cussing and skinning his fingers.

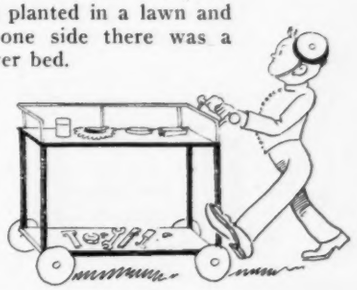
"Oil pan comes off by taking out a few bolts and all the bearings are right in plain sight. Oil piping is all in the crankcase. Don't have to take off a lot of plumbing before starting to work on bearings.

"You know how it is now John. Certain parts on some cars are easy to get at; others are hard to reach. Well the cars I am talking about had every part just as accessible as the easiest one on any car now.

"And the way they handled the parts. None of the mechanics had to waste time hunting up parts for the job. When they took a part out of an assembly and found that a new one was needed they simply put it on a special place on the bench. In a few minutes a stock boy comes along with a little tea wagon and gathers all these parts up. The mechanic tells him anything he wants to about the part and within a few minutes the boy is back with the new parts. No waiting in line at the parts window, while the clerk waits on someone else. No waiting at all. That shop had mechanics to repair cars and nothing else.

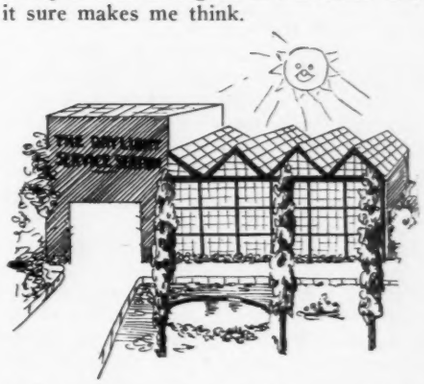
"The parts were a lot cheaper than they are now because I saw some big overhaul jobs being done. At the prices some parts are now it wouldn't pay to do all of that work on an old wagon. But they were rebuilding a lot of trucks from the frame up.

"And everything was used or junked. Honest John, there wasn't a thing out in the back yard where we have all the old junk parts and the old relics and last year's accumulation of wrecks. No sir. At that place they either fixed them up right away or had them carted away for junk. All around the place was planted in a lawn and on one side there was a flower bed.



"Sure there was room for a flower bed. Seems they build all their service stations on the outskirts of the towns. Land is cheaper, there is no congestion of traffic and they can afford to use a one story factory type building with light and air on all sides. Suits customers better too. They don't have to hunt around a lot of back streets and alleys to find the service station. She's right out where everybody can see her and as easy to get to as trouble after you sass a cop.

"John I could have stayed there for a week learning things, but all of a sudden it 'fades out' as the movies say it and I hear the phone bell ringing its head off. Rubbing my eyes I realize that I've been asleep and dreaming all of this stuff. But it sure makes me think.



"You know Billy, the kid around here who is learning the trade. I told him about the dream and how shops would be in 1930. Funny answer he made too. 'Boss' he says, 'you think things are going to be like that in 1930.' 'Yes, I do. That was only a dream but I think that is about how things will be in 1930.' I answers. 'Well' he says, 'I'm going to see Doc Sharp and see if he can't put me to sleep until 1930.' Funny kid that Billy.

"Told this dream to another fellow and he says that dreams show desires, a kind of a movie of what we would like to do or to have. Well I don't start any argument with that guy either, Maybe he ain't so crazy as some folks think. I wish 1930 would hurry along."

Better Service Featured Three-Day Lycoming Meeting

125 Dealer Representatives Were the Guests of the Lycoming Mfg. Co. at Its Service Meeting

A most instructive and unusual three-day meeting was held recently at the plant of the Lycoming Mfg. Co., Williamsport, Pa., at which 125 men, representatives of manufacturers and distributors of passenger and commercial cars using the Lycoming engine, were the guests of the company.

Together with the service meeting was an automobile show held in local armory. The exhibits, which consisted of twenty trucks and cars, were devoted exclusively to those makes embodying Lycoming engines. The show was open free to the people of Williamsport and surrounding towns and as many as 600 were reported to have been in attendance the first night. In addition to the various models of passenger cars, which included the Gardner, Elcar, Auburn and Apperson, one Republic, three Stewarts and four Internationals, fitted with various types of bodies, were on display.

A distinct feature of the show was a novel demonstration of the actual operations involved in the assembling and unmanteling of a Lycoming engine. This exposition excited considerable interest. Arranged on a track eight engine blocks were mounted on portable stands identical to the progressive production method pursued in the plant. Expert assemblers went about the work of assembling the engines exactly as if they were in the plant. Better comprehension of the various details entailed in assembly was conveyed by the various stages the different groups of mechanics had advanced on their particular block. In addition to this demonstration a four-cylinder and the new six-cylinder Lycoming was on display.

The service meeting was voted a big success by all in attendance. The opportunity of personally making a trip through the machine shop and foundry of a large manufacturing company such as the Lycoming plant is a privilege not always afforded. Divided into small groups the men were conducted through the plant under the guidance of experts who knew the business. These guides painstakingly explained the various processes and operations, answered innumerable questions and did everything within their power to enlighten their respective groups on every detail. They obtained the interest of the visitors from the very outset and held it. Starting from the very beginning with the castings as they are received from the foundry, the various operations which the pieces undergo were traced through the entire plant. This included planing, drilling, milling, etc., inspection, dynamic and static tests and finally the assembly and running-in test.

In the afternoon, the foundry was inspected. Here the same methodical care was exercised. The men were shown how the cupolas were fed, how the cores were made and assembled, how the molten metal was conveyed by overhead trolleys, how the metal carried in crucibles was lowered and poured.

In the evening there were talks given by representatives of the Lycoming, Wheeler & Schebler, Remy Electric and Vacuum Oil companies. These talks mostly on service methods, lubrication, and constructional characteristics of the Lycoming engine, Schebler model S carburetor and Remy ignition equipment were most educational. These talks were followed by open discussions on any matter that may have occurred to the listeners. The questions generally related to the different problems that may have been encountered in connection with servicing. The talk of Mr. Benton of the Vacuum Oil Company emphasized the dangers of crankcase dilution. He pointed out in popular language six serious developments resulting from dilution and how fouling or dilution of oil by gasoline, water and dirt effect lubrication. By means of charts various physical conditions of crankcase oil was described under different operating conditions and temperatures.

F. M. Bender, chief engineer of the Lycoming company, after summarily commenting on various points brought up by the preceding speakers, showed how the Lycoming engine was designed. He brought out simply and clearly the salient constructional features of the engine, pointing out how and why certain principles of design were employed. He discussed the elements of valve sizes and timing as related to speed and low speed torque, a "quieting-curve" on the camshaft, designed to do away with noisy valve, crankshaft construction, throttle controlled lubrication system, centrifugal cast-bearing metal, manifold, etc.

The entire program not only afforded the service men present to see the manufacturing methods used by this company, but brought these men in direct contact with the Lycoming personnel, who, in the future, will be glad and in a position to give assistance when necessary in regard to service problems.

Receivership of Selden Truck Corporation Terminated

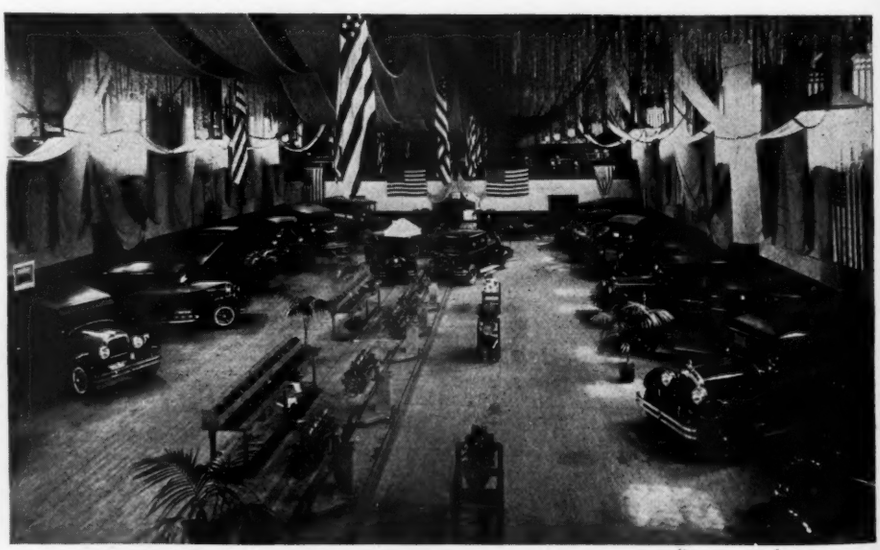
New Selden Company Continues Manufacture, Sale and Service Without Interruption. Production Increased

The receivership under which the Selden Truck Corporation of Rochester, N. Y., has been operating since last July, will be terminated March 30th. The old Selden Corporation is being dissolved by the new holding company, Fabric Body Corp.. of Detroit, Mich., and a new corporation is being formed. In the meantime, the manufacture, sale and service of Selden trucks is being continued without interruption and production has been increased to take care of the largest number of unfilled orders on hand for trucks and buses since the spring of 1920.

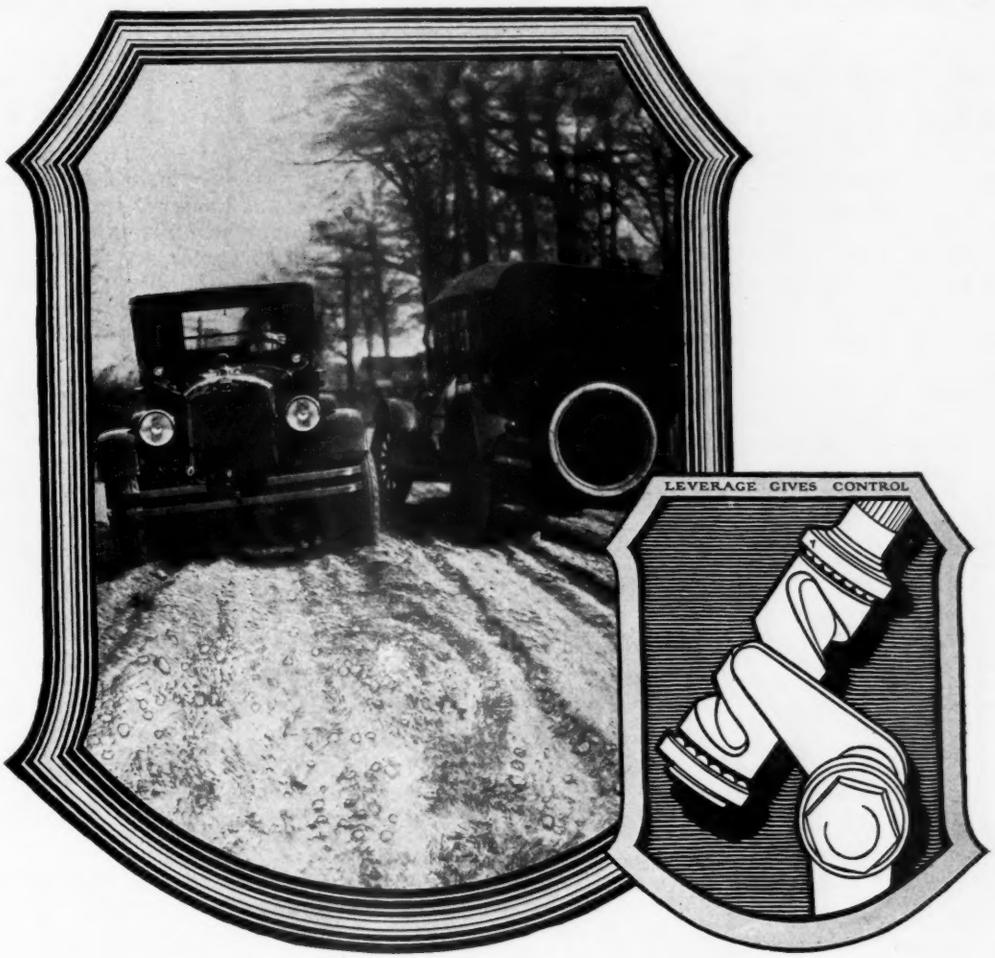
The outlook for 1925 truck and bus business is brighter than at any time since 1920, according to Arthur S. More of the Selden Company. The success in marketing the Selden Pacemaker, a 6-cylinder 1¼-ton speed truck introduced last year has contributed largely to the increased sale of Selden Trucks, and now the reorganized Selden Company is introducing the New Roadmaster, a 6-cylinder 2¼-ton speed truck which will carry medium heavy loads up to the maximum legal speeds. The use of 6-cylinder motors in trucks is an innovation which has already become very popular with truck buyers.

The normal April capacity of the Selden plant on Pacemakers and Roadmasters has already been sold, and it has been necessary to more than double April production over March. In addition to the Pacemaker and Roadmaster the Selden Company still builds its complete line of heavy-duty trucks.

"Dorland Advertising Agency, Atlantic City, N. J., advises us that the Continentale Automobiel Maatschappij, Stadhouderskade 100, Amsterdam, Holland, desires to represent in Holland an American Gasoline Truck of about 1-1½ ton capacity.



Lycoming Show Exhibited All Models of Passenger and Commercial Cars Embodying Lycoming Engines



Passing in *Gravel*

A STRETCH of fresh gravel . . . . deep, yielding, tricky . . . . and, of course, you always meet a car right *there!* A difficult and hazardous situation —particularly for a woman—but met with ease, assurance and safety when your car is equipped with the Ross Cam and Lever Steering Gear. On any road—under all conditions—Ross supplies new and imperative steering advantages.

ROSS GEAR AND TOOL COMPANY, *760 Heath Street,* Lafayette, Indiana

ROSS

CAM *and* LEVER STEERING GEARS

EASIER STEERING LESS ROAD SHOCK

C.C.J. SHOP IDEAS

THESE two pages are primarily designed to help service station repairmen in exacting economies in time, labor and money. Salesmen, however, can also profit by scanning over these practical hints. Familiarity with expeditious and money-saving methods in truck repairs and operation will enable the salesman to talk the language of the average buyer of today, who is more conversant with the important details of truck operation and maintenance than ever before. A money-saving idea will not only pave the way for intelligent attention on the part of the prospect, but will often result in a sale. The ideas contained herein are not confined to any particular class. Attention will be given wherever merit warrants it.

No. 1215—Adjustable Engine Stand

A regular bench stand can be converted into a flexible stand by the use of a large pipe. Cut the pipe to any desired length. Thread the lower end for screwing into a flanged plate of large diameter, which in turn is secured to the floor by four bolts. The upper end is drilled for the insertion of a U-bolt that will permit the rigid securing of the engine support. This arrangement will permit the mechanic to work with freedom at any point upon the engine.—Amagansett Garage, Amagansett, N. Y.

No. 1214—Cleaning Gas Lines

Clogged gas lines should occasion no worriment. There are many ways of cleaning such a line. One way, which is not new, but which is most effective, is suggested in the following: Remove the cap of the gas tank, which is invariably of soft metal, generally aluminum, and drill a hole in it of a size to fit a Schrader air valve. Insert and solder the valve in the opening thoroughly, making the union entirely air-proof. Form a gasket to the shape of the car. Replace cap onto gas tank and screw down solid. The tank is now hermetically sealed, air can only escape through the gas line. Attach hose of ordinary hand pump to the valve in the cap and pump. Sufficient pressure is soon established within the tank to force the clogging material out of the line.—Walter Allgeier, 2227 Shadewell St., Cincinnati, Ohio.

No. 1219—Chain Hoist and Cylinder Block Bolt

A reader in Amagansett, N. Y., offers the following suggestions to those having service shops built along lines of his shop. The frame work of this shop is constructed of inverted T girders. These girders extend horizontally overhead from wall to wall supporting the roof. By means of them and a number of special hooks a heavy unit can be lifted from a chassis anywhere in the shop. The hooks are forged to the shape shown in the sketch and can be hooked anywhere on the girders. To these hooks a chain hoist can in turn be readily hooked. If a Ford cylinder block is to be removed it can be easily accomplished by screwing a heavy eye bolt into the block, as shown, and hook on to the hoist. This bolt is forged and threaded to fit the block.—A Reader.

No. 1213—Main Bearing Wrench for Ford

The wrench shown herewith has been designed for overcoming tight or frozen nuts. With it the most stubborn nut will yield. It is constructed simply and embodies the principle of the familiar hand brace. Two head types, hexagon and square, will meet any need.—Amagansett Garage, Amagansett, N. Y.

No. 1216—Battery Hooks

To facilitate battery removal the battery hooks shown are suggested. They are constructed of 3/8 in. soft steel. One end is drawn out and shaped in a hook 3/8 in. in diameter. The other end is formed into a T-handle by welding a short length of the same material to that end. The hooks are employed, as shown, by hooking under the battery handles.—A Reader.

No. 1218—Mounting Pistons and Rings

Simplifying the job of replacing pistons with rings into a block is not new and most every mechanic has his own way of performing this operation. The method shown by the sketch, although not new, is an easy way of doing this. First place the piston to be replaced in position in the cylinder. Then fasten a wire to a cap screw temporarily placed in the block for the purpose. Coil the loose end around the ring to be slipped into the cylinder, pulling it tight by means of the rod furnishing a grip on the other end of the wire. The ring drawn tightly together by this arrangement will enable the piston to be easily pushed in up to the next ring. This operation is repeated until all rings have been slipped in.—Robert Barley, 641 W. Harrison St., Decatur, Ill.

Commercial Car Journal will pay $1 for each new idea which it accepts, or as much above that amount as the idea is worth. Simply tell us exactly how it is done and send a rough pencil sketch showing clearly the method employed or the device used.

No. 1217—Three Ford Improvements

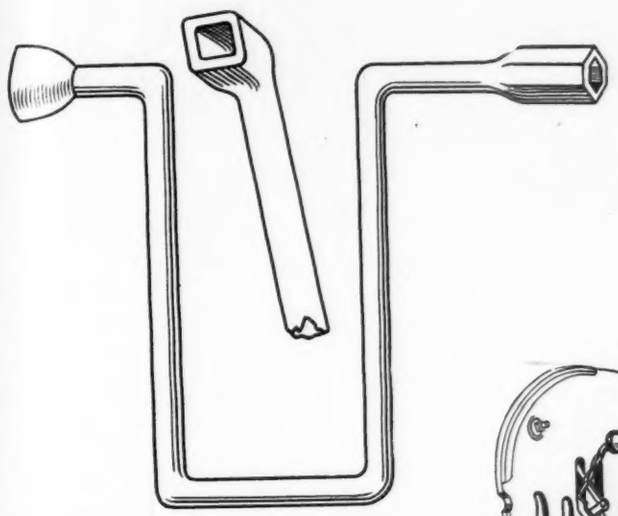
Three simple and inexpensive improvements for a Ford. At the point, indicated by fig. A, a socket is mounted for a 24 c. p. bulb. This will provide enough light in the engine compartment to allow tinkering, or the making of repairs at night. It is installed by drilling a hole through the dash, wherein is placed a double end headlight socket. The bulb can be plugged in on either side, thereby permitting adjustments on the transmission if necessary as well. The socket will also receive the plug of a trouble lamp.

Pliers are about the most essential part of a repair tool kit and are used most frequently. Considerable time and worry can be saved by making a pocket such as shown by fig. B. The pocket is of leather and is attached by tacks.

Fig. C shows how to mount an auxiliary air valve to the intake manifold of a Ford. This device serves a double purpose. It is an air valve and a priming cup. By opening this valve after the engine is heated it will add from ten to fifteen per cent to speed and power and at a saving of gas. It is installed by drilling a hole to receive a ⅛ pipe tap. Then by use of a short length of pipe an elbow, another section of pipe, a standard cup and a control lever the unit is complete. As indicated by the illustration the device is simple and readily assembled. The rod attached to the valve handle is passed through an opening in the dash, making control from the seat possible.—H. L., 59 Pearl St., Springfield, Vt.

No. 1220—Relining an External Brake Band

Use an old drum, or the drum on the wheel may be used for that matter. Open up the adjustments to permit the insertion of the lining between the brake drum and band. After the lining has been placed to satisfaction tighten up firmly by means of the adjusting nut. Eliminate any possibility of slippage. Then take a hand drill and a bit the size of the holes in the band and drill lining. Remove lining and by means of the drill press bore entirely through and countersink. This method will forestall any chance of buckling or slipping and can be accomplished in about one-half the time ordinarily required.—Walter Allgeier, 2227 Shadewell St., Cincinnati, Ohio.



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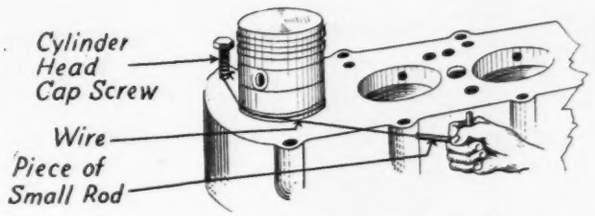

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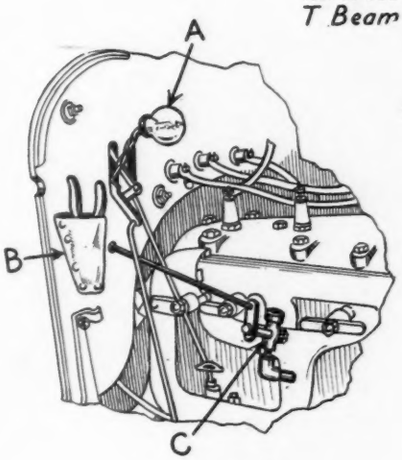

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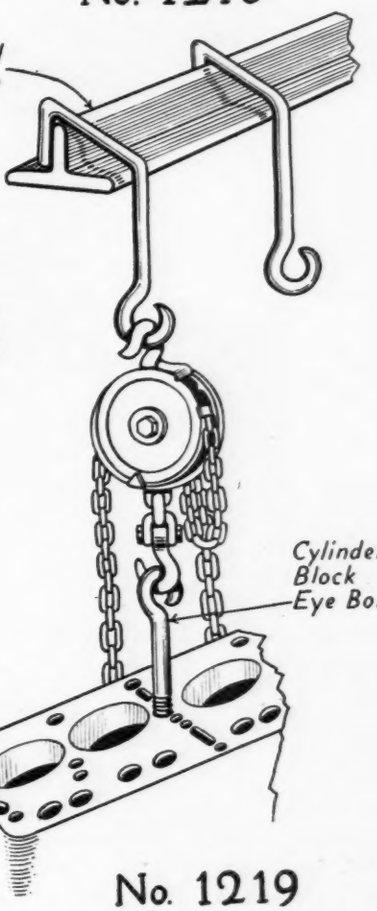

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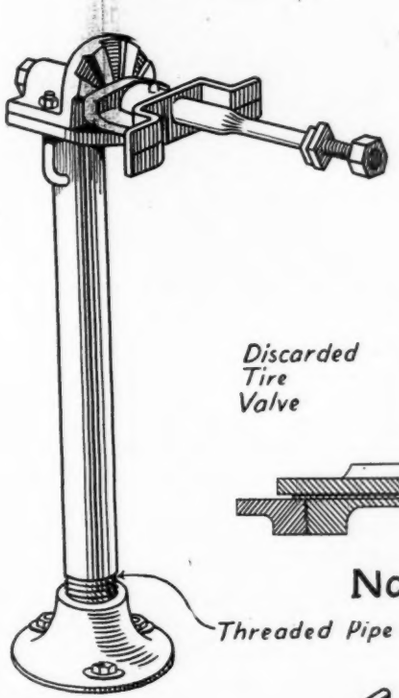

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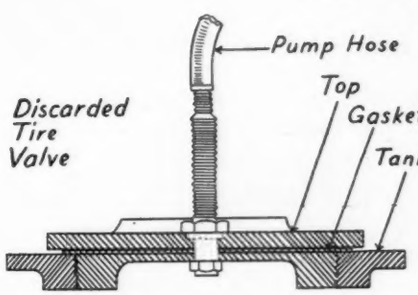

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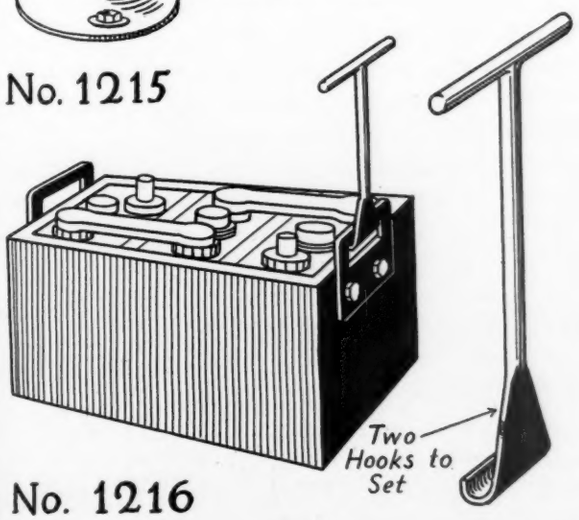

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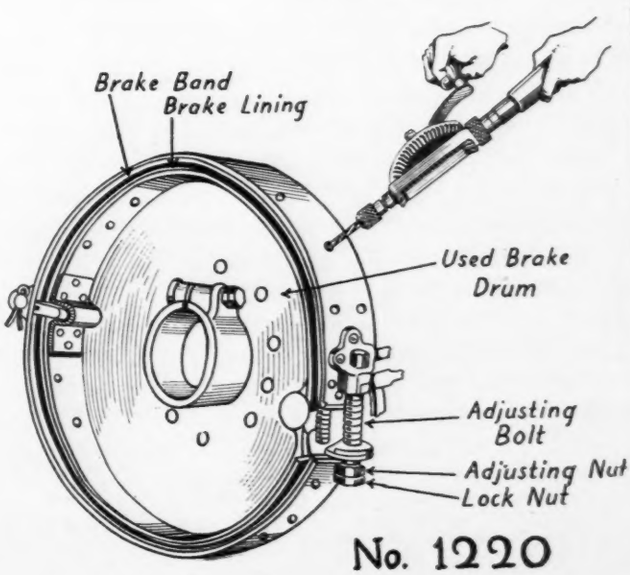

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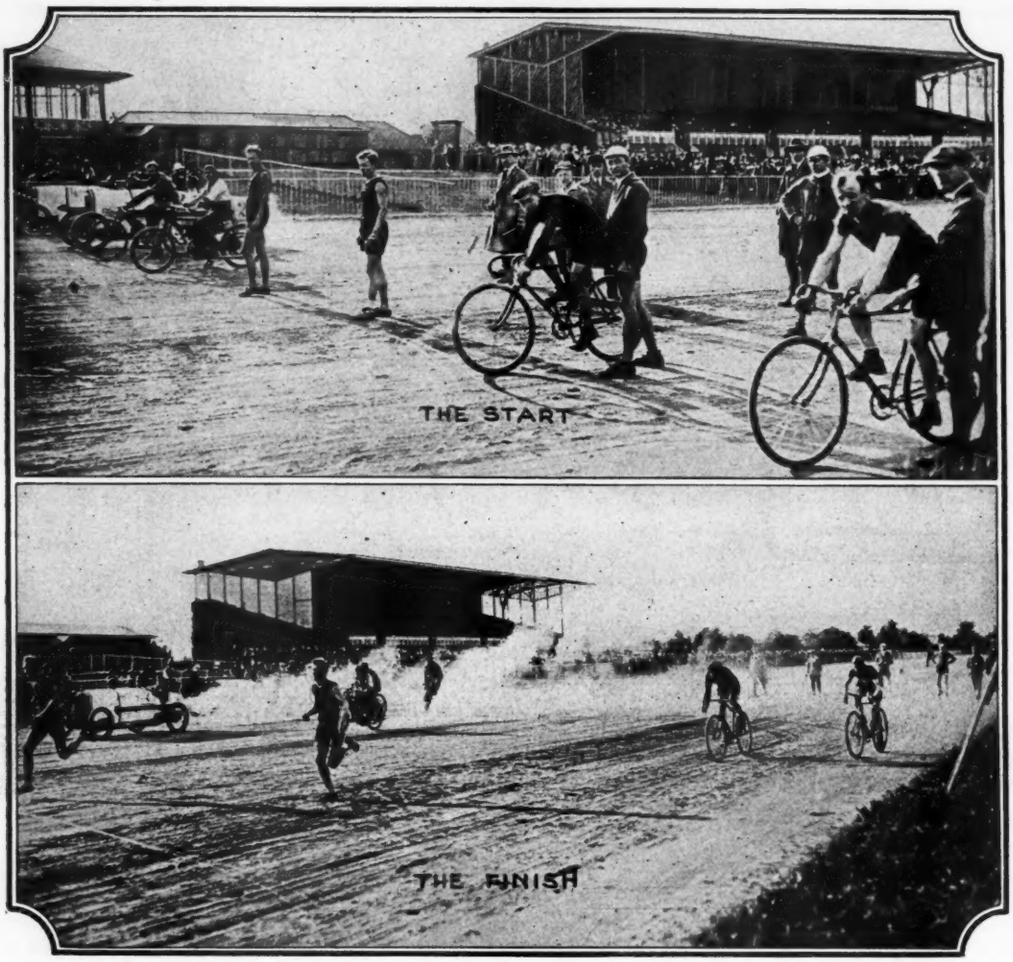


©United

Ready! Set! Go!

Bang! went the starter's gun. The sprinters leaped into action. Then the cyclists and motor cycles. Then the automobiles. 75 yards away lay the finish line—just about the distance between your delivery stops.

Before the high-powered motor cycles and speedy automobiles were fairly underway, the sprinters were going like mad for the finish.

The sprinters finished first. Their ability to get away quickly and reach their maximum speed in a jiffy won hands down against greater speed with a slower start.

Imagine another race—on a frequent stop delivery route—between a horse and wagon, a high-powered gas truck and an electric truck. Bang again goes the starter's pistol.

1—2—3—4—and in a jiffy the electric is at top speed, going full tilt for the next stop.

"Giddap!" says the driver, and the horse moves up.

"Low gear, second gear, high gear" says the gas truck driver, and finally the gas truck reaches its maximum speed.

By that time the electric is across the finish line—ahead of the high-speed gas truck and way ahead of the horse and wagon.

The ability of a Ward Electric to get away quickly and reach its maximum speed in a jiffy makes it the fastest vehicle on frequent-stop city routes.

Not the fastest on a race track. Not the fastest on an open road, but the fastest in city traffic on city streets, where stops are made once, twice or three times to the block.

Do you want to cut the time of delivery? Ward Electrics are the answer?

Do you want to cut the cost of delivery? Ward Electrics are the answer!

Do you want to know what Ward Electrics cost to operate and maintain?

Write us today—Ward Motor Vehicle Company, Mt. Vernon, N. Y.

EDITORIALS

To Show or Not to Show

WHY show a motor truck in the window? One of our best known truck manufacturers considers display of his products unnecessary. His point is that his merchandising methods have kept pace with the growth of transportation in that the construction and layout of the modern truck is an accepted fact and the only true selling factor is performance. The appearance of the truck carries little or no weight and even demonstrations of running and hill-climbing are little called for. Motor trucks are now sold on results. These are testified for by vehicles already in use in the service of the operators. They are sold on the understanding that they produce these results, and looking at the machine or riding on it carry no weight in deciding the purchase. Then too, the class of buyer to be catered for is not the casual passer-by who stops to look in windows. He is the business man who has to be called upon at his office and shown facts and figures, not pretty pictures of gaudy machinery.

This manufacturer, however, still has a use for display windows. He keeps the machine tool and equipment of his service department behind the plate glass—a spick and span array of machines that tell the visitor and prospect of the efficient service organization at his command.

Bakers and other merchandisers of products invite inspection of their manufacturing processes—and that is good advertising because it breeds good faith. So too does the maintenance of the service department in a condition for public inspection suggest to the truck user that his interests will be cared for in an efficient manner.

Whether this practice would benefit all truck manufacturers and dealers is open to question, but the fact remains that it is worthy of close consideration.

A Good Definition

IN the opinion of Richard F. Grant, President of the Chamber of Commerce of the United States, the American habit of coining slogans might be very commendable, but that slogans without good deeds to back them up are nothing more than pretty pearls of wisdom.

"I am very much interested," he said to a recent convention of retail merchants, "in the keynote, 'better selling,' but any keynote or any slogan that you may adopt remains a slogan or a keynote unless you do something about it. We have a great habit in this country of passing resolutions and having slogans and deciding that some new pearl of wisdom has descended upon us and that everything will be all right. Better selling—you might just as well say behave yourself, and then go away and forget about it, unless you do something about it.

"Better selling, as I conceive it, does not mean selling more, not trying to crowd a market beyond ability of a market to absorb, not indulging in unfair practices in competition with those who are in business with you, but does comprehend a realization of the responsibility which a man in business owes to his fellowman and his community."

The First Duty of a Manufacturer

THE manufacturer is his dealers' keeper, though but few of them appear to realize it. Dealer mortality benefits none and the manufacturer least of all. That is why the manufacturer should utilize his resources and experience in helping his dealers to make the sale of his trucks a profitable business.

Take the service department for example. Many dealers fail to make a profit on their servicing for a variety of reasons. One reason is that they have failed to gauge the amount of service business to be expected and so have miscalculated their requirements in space and machine tool equipment. Probably they have the wrong kind of tools, a badly arranged shop, poor lighting, insufficient parts or too many of the wrong kind. Here is a field where an analysis by the manufacturer would be invaluable.

He is the one to know the prospects of repair work volume and the equipment required to cope with it. He knows the most common defects of his vehicles and the parts necessary to remedy them. The successful manufacturers are co-operating with their dealers in this respect, but there are many who are not, and it is these latter who are getting the poorest returns from their handicapped dealer organization.

News of the Trade

Space at Service Show Now Open to Applicants

Former Exhibitors to be Given Priority in Space Choice. Twin Event to be Open to All Interested

Prospective exhibitors at the second annual Automotive Maintenance Equipment Show which is to be held May 20 to 23, in the General Motors Bldg., Detroit, in conjunction with the Automotive Service Convention, recently received invitations to exhibit.

Special consideration in the awarding of space will be given first to those who exhibited last year; second to members of the co-operating associations, and third to other manufacturers of automotive maintenance equipment who, in the judgment of the committee, are eligible. Applications for consideration in the first allotment were received April 3.

The convention and show will be open to all in the trade who are interested, including factory service managers, engineers, representatives of dealer, trade and service associations, distributers and dealers, field service managers and shop superintendents, garage and repair shop owners and their mechanics, proprietors and managers of electrical battery and other kinds of service stations and service managers for fleet owners.

While there will be no charge for admission it will be by invitation only, which may be secured by application to the headquarters of any of the co-operating associations. The last feature of the last day of the meeting will be somewhat spectacular and most interesting, particularly to dealers. It will be the painting of an automobile ready for the road in one hour to show the possibilities of the new nitro-cellulose finishes in helping to move used cars. Preliminary announcement of this is made to acquaint those who wish to take advantage of the unusual opportunity to acquire more information about the service end of the automobile business, so that they may plan to be in Detroit at that time. "While invitation will be sent directly to as complete a list as available of those likely to be interested it is hoped that any others who may be overlooked will not hesitate to make known their desire to attend and they will gladly be provided for," says the committee in charge.

United States Vehicle Registrations for 1924

Truck Increase More Than Doubles Passenger Increase Indicating Rapid Acceptance

Motor vehicle registrations in the United States reached a total of 17,591,981 at the end of 1924, according to the Bureau of Public Roads of the United States Department of Agriculture.

The reports received from the 48 States show a net gain in registration of 2,501,045 for the year or 16.6 per cent. Passenger cars increased 14.7 per cent in number while motor trucks increased at more than double this rate or 32.9 per cent, indicating rapid development of commercial use of the highways. Truck registrations increased 54.4 per cent in Kansas and 42.4 per cent in North Dakota.

The greatest increase in total registration is shown in the South Atlantic group of States where the increase was 21.5 per cent while the minimum is shown in the West North Central group amounting to 10 per cent.

Coming Events

CONVENTIONS

American Electric Railway Association—44th annual convention will be held October 5 to 9, 1925, on Young's Million Dollar Pier, Atlantic City, N. J.

American Gear Manufacturers Association—9th annual meeting will be held May 6 to 9, 1925, at the William Penn Hotel, Pittsburgh, Pa.

Automobile Body Builders Association—4th annual Convention will be held June 2 to 4, 1925, in the Ballroom, Hotel Statler, Detroit, Mich. F. D. Mitchell, manager, 1819 Broadway, New York City.

Automotive Equipment Association—Summer Convention to be held June 22-27, 1925, at the Broadmoor Hotel, Colorado Springs, Colo.

Automotive Lighting Association—Meeting at the Congress Hotel, Chicago, Ill., April 4, 1925.

Automotive Manufacturers Association—Meeting May 15, 1925, City Club, Chicago, Ill.

Good Roads Convention—13th annual convention United States Good Roads Association, 9th annual convention Bankhead National Highway Association and United States Good Roads Show to be held in Houston, Texas, April 21-25, 1925.

National Automotive Convention—To be held in General Motors Bldg., Detroit, Mich., May 20-23, under the auspices of the N. A. C. C., M. A. M., S. A. E., A. E. A., Am. Elec. Assn. and A. M. A. Alvan Macauley, chairman of the Service Committee; Harry R. Cobleigh, secretary.

National Automobile Dealers Association—Meeting June 19, 1925, City Club, Chicago, Ill.

National Automobile Dealers Association—Sales Congress, May 11 and 12, Los Angeles, Cal. C. A. Vane, general manager, 320 N. Grand Ave., St. Louis, Mo.

National Automobile Dealers Association—Sales Congress, May 14 and 15, San Francisco, Cal. C. A. Vane, general manager, 320 N. Grand Ave., St. Louis, Mo.

National Battery Manufacturers Association—Annual meeting will be held May 15 and 16, 1925, at the Congress Hotel, Chicago, Ill. Arnold A. Mowbray, commissioner.

National Foreign Trade Council—12th annual National Foreign Trade Convention will be held June 24 to 26, 1925, at Seattle, Wash. James A. Farrell, chairman.

National Safety Council—14th annual congress will be held September 28 to October 3, 1925, in the Rainbow Room, Hotel Winton, Chicago, Ill. A. M. Smith, business manager, 168 N. Michigan Ave.

National Tire Dealers Association—Annual convention will be held November 17 to 19, 1925, in St. Louis, Mo. Chairman on arrangements, S. L. Chorlins, 3908 Washington Blvd., St. Louis.

South Atlantic Coastal Highway Association—Fifth annual meeting will be held April 16 and 17, in the Duval Theater, Jacksonville, Fla. Frank O. Miller, president.

SHOWS

Atlantic City, N. J., October 5 to 9, 1925—44th annual exhibition will be held on Young's Million Dollar Pier, under the direction of the American Electric Railway Association. Railway apparatus and devices of all kinds, buses, chassis, wagons and snow plow. Fred C. J. Dell, director of exhibits, 292 Madison Ave., New York City, N. Y.

Boston, Mass., October 10 to 17, 1925—World's Rubber and Tropical Exposition will be held at Mechanics Hall. Chester I. Campbell, manager.

Calumet, Mich., April 1 to 4, 1925—Eleventh annual show will be held in the Coliseum (28,000 sq. ft.), under the direction of the Upper Peninsula Automobile Association. Passenger cars, trucks, tractors and accessories. Joseph A. Savini, manager.

Chicago, Ill., September 28 to October 3, 1925—14th annual exhibit will be held in the Rainbow Room, Hotel Winton, under the direction of the National Safety Council. Safety devices and traffic signals. A. M. Smith, business manager, 168 N. Michigan Ave.

Detroit, Mich., May 20-23, 1925—2nd annual Automotive Maintenance Equipment Show to be held in General Motors Bldg., under the auspices of the N. A. C. A., M. A. M. A., N. A. N. A., S. A. E., A. E. A., Am. Elec. Assn. and A. M. S. A. Miles, manager.

Detroit, Mich., June 2 to 4, 1925—4th annual exhibition of the Automobile Body Builders Association will be held in the Ballroom, Hotel Statler. Materials and parts entering into construction of automotive bodies. F. D. Mitchell, manager, 1819 Broadway, New York City.

Fresno, Cal., September 28 to October 3, 1925—15th annual show in connection with the Fresno District Fair, under the direction of the Fresno Motor Car Dealers Association. Passenger cars, trucks and accessories. Ray C. Wakefield, manager, 311 Powell Bldg.

Grand Rapids, Mich., September 7 to 12, 1925—7th annual show in connection with the West Michigan Fair, under the direction of the Grand Rapids Auto Dealers Association. Passenger cars, trucks, tractors and accessories. Wm. T. Morrissey, manager, 220 Ashton Bldg.

Green Bay, Wis., August 31 to September 4, 1925—6th annual show, under the direction of the Automotive Division of the Green Bay Association of Commerce. Passenger cars, trucks and accessories. W. F. Kerwin, manager.

Kansas City, Mo., Oct. 19-23, 1925—Annual A. B. C. B. Beverage Exposition, under the auspices of the American Bottlers of Carbonated Beverages. Show manager, James Vernor, Jr., Chairman A. B. C. B. convention and exposition department with headquarters, 231-237 Woodward Ave., Detroit, Mich.

Sacramento, Cal., September 5 to 13, 1925—71st annual State Fair. Passenger cars, trucks, tractors and accessories. C. W. Paine, manager. P. O. Box 592.

Shreveport, La., October 24 to November 8, 1925—20th annual State Fair. Passenger cars, trucks and tractors. Geo. T. Bishop, manager, c/o Bishop Auto Co.

Wheeling, W. Va., September 7 to 12, 1925—11th annual State Fair will be held in the Exposition Bldg. (25,200 sq. ft.), in co-operation with the Wheeling Auto Dealers' Association. Passenger cars, trucks, tractors, accessories, oils, etc. Bert H. Swartz, secretary the W. Virginia State Fair, P. O. Box 116.

White River Junction, Vt., September 15 to 18, 1925—19th annual Twin State Fair will be held in the Auto Bldg. (13,600 sq. ft.). Passenger cars, trucks and accessories. F. L. Davis, manager.

S. A. E. MEETING

June 16-19, 1925—Summer Meeting, White Sulphur Springs, Greenbrier Hotel.

Dodge Administration and Production Not Affected

There Will be No Variation in the Policy of the Organization. No Consolidation

The passing of Dodge Brothers, Inc., from the hands of private owners to public ownership is the only change that results from the recent sale. The purchasers declared that operation will continue as before. Production will continue to capacity and there will be no variation from the routine of administration. Word to this effect has been wired to the entire Dodge Brothers dealer organization over the signature of President F. J. Haynes.

The property will not be merged with any other nor has it been purchased for resale to any other corporation now in the industry. This is the word of Dillon, Read & Co., which headed the banking syndicate making the purchase. The purchase price is unofficially stated to approximate $150,000,000.

In his statement to dealers, Mr. Haynes said:

"Dillon, Read & Co. have arranged to purchase Dodge Brothers, Inc., The new owners have assured the management that the business will be continued and conducted as an independent corporation and that any rumors of consolidation with other companies are unfounded.

"The policy, standards and ideals of the present organization are recognized and approved, and there is no intention of changing them. The present management and organization will remain as they are."

Official confirmation of the sale was contained in this statement by Dillon, Read representatives:

"An agreement has been reached for the sale of Dodge Brothers, Inc., to Dillon, Read & Co., and contracts of purchase are now being drawn.

"Consolidation of Dodge with any other company or companies is not in contemplation by the purchaser, and current rumors of consolidation are entirely without foundation.

"It is the intention that Dodge Brothers, Inc., shall continue to be conducted as an independent concern without change in policy or personnel of management."

The Dodge interests were represented in the final negotiation of the sale by John Ballantyne, treasurer of Dodge Brothers, Wessen Seyburn and Charles P. Spicer, vice-president of Detroit Trust Co. This latter institution and Mr. Ballantyne are co-trustees in the Dodge estates with Mrs. John F. and Mrs. Horace E. Dodge, widows of the founders. The Dillon, Read representatives were E. G. Wilmer, chairman of the board of Goodyear Tire & Rubber Co.; A. C. Schwartz, and S. W. Howland. Mr. Wilmer is expected to become chairman of the board of the new company.

Though no statement has been made as to the reasons for selling, it is pointed out that the company has just come through its peak year with sales of $191,652,446 and profits approximated at $17,500,000. There is every indication that the business will be equally profitable and probably increasingly so in the future. This earning record and outlook made it possible to realize a maximum sales price at this time, and this coupled with the desire of the Dodge families to be relieved of the responsibility of continued ownership, is believed to have led to the sale now concluded.

In order to avoid a situation similar to that which developed from the sale of minority holdings in the Ford Motor Company, the Treasury Department has begun a study of the income and corporation tax affairs of the Dodge Company. The treasury intends to make sure that it gets all of the tax due the government from capital gain in the sale. Capital gains are taxable at 12½ per cent under the revenue of 1924.

Used Car Problem and Truck Depreciation Discussed

Some very pertinent new ideas on "Trying to Solve the Used Car Problem" were presented by George G. McFarland, president of the Harrisburg Automobile Co., at the last meeting of the Motor Truck Association of Philadelphia.

Mr. McFarland did not profess to have actually solved the problem nor to have presented any real new ideas, but showed how after 21 years of failure to show profits on his used car business, he had for the past year converted a deficit into a handsome profit.

YOU'RE THE DOCTOR

When the truck owner says to the repairman "you're the doctor," he is putting the responsibility up to the authority for his case. In the final analysis what the authority says goes.

The truck owner may have his likes and dislikes, his prejudices and beliefs, but in the end he puts the things up to the man who is responsible for the job.

Reaching the trade through the trade press is reaching the user through his adviser.

The progress of automotive legislation at Harrisburg was discussed by Wm. H. Brearley, who with Mr. McFarland and others have represented the industry in the suggestion of bills and modification of proposed bills before the legislature. He said there were no bills up inimical to the industry but advocated increasing the membership of the Association so their pleas would carry more weight.

Wm. L. Conner, transportation manager for the Freihofer Baking Co., presented some interesting data on "The Proper Depreciation on Motor Trucks," saying it varied according to trucks and accounting methods, from 10 per cent to 48 per cent per year—the best average being about 20 per cent, road conditions, the number of stops on the route, etc., having an important bearing. He advised buyers to be careful in selecting a truck suited to the work to be done and see that drivers give the equipment proper care.

Sixteen Southern States to Spend $322,186,400

1925 Road Construction and Maintenance Program Largest in Southern History

According to compilations recently completed by the Bureau of Public Roads, division of the U. S. Department of Agriculture, plans for 1925 show a total investment in road construction and maintenance during the year of 1925 to be $322,186,400 for the sixteen southern states. These Federal computations were based on figures received direct from the officials of the various southern state highway departments. If the plans are carried out, this enormous available sum will serve to make this one of the largest road building years of the South.

In this connection it is interesting to note that although the total sum appropriated last year was considerably short of this year's total, marked road building progress was achieved. A direct reaction has since been manifested in a decided expansion of the motor bus industry in the South. The South will continue to profit, as it has come to recognize the dominating influence good highways bear to business in general. It is a safe prediction that in 1925 the South will not only enjoy having its best year insofar as formation of new companies and establishment of new bus lines is concerned, but also in respect to other activities involving the sale and servicing of commercial and passenger and equipment.

The following list shows the exact amounts to be spent in 1925 on new construction and maintenance in the sixteen southern states:

Alabama	$14,656,000
Arkansas	19,000,000
Florida	23,263,700
Georgia	17,750,000
Kentucky	19,186,000
Louisiana	15,000,000
Maryland	9,602,200
Mississippi	14,550,000
Missouri	39,000,000
North Carolina	21,500,000
Oklahoma	20,000,000
South Carolina	10,100,000
Tennessee	21,200,000
Texas	41,000,000
Virginia	15,378,500
West Virginia	19,000,000
	$322,186,400

France Working on New Fuel

The "Comite Scientifigue de Petrole" at Paris, France, is organizing a test of trucks to take place September 15, 1925, Assistant Trade Commissioner W. K. Ray advises the Department of Commerce. All the machines entered will be required to use charcoal, coke or mixtures of same as fuel. Neither gasoline nor oil can be employed as fuel, except to start the engines.

The tests are being held primarily for the purpose of developing apparatus using fuel other than gasoline and oil.

Traffic Committees All Set to Continue Program

New Committees Appointed to Study Uniformity of Laws, Enforcement, Accident Causes and Traffic Facilities

A 1925 traffic drive will emphasize the need for rigid enforcement of existing traffic laws as the principal means of reducing automobile accident rates.

New committees will be appointed by Secretary Hoover, Chairman of the Conference, to deal with (1) Uniformity of laws and regulations, (2) Enforcement, (3) Causes of accidents, and (4) Metropolitan traffic facilities. The standing Committees on Statistics and Public Relations will continue their work during the interval prior to the second National Conference to be held next Fall.

Secretary of Commerce Hoover stated that in his opinion two purposes of the 1924 Conference had been accomplished. These were, first, to focus public opinion on the appalling traffic accident and death rate each year, and, second, to prepare a comprehensive national program of accident prevention given in the report of the 1924 Conference.

George M. Graham, Chairman of the Committee on Public Relations, presented figures showing a marked reduction in the accident death rate.

The entire subject of traffic law enforcement will be referred to a Special Committee which will undertake a study of the present situation from the point of view of the police, the motor vehicle administrators and the courts, as well as the ways and means for securing more rigid enforcement. This will include a study of the present relation of enforcement to accident reduction as shown by comparative statistics.

A Special Committee on Uniformity of Laws and Regulations will take up the question of methods for securing greater uniformity of legislation and definitions of highway markings as between states and between cities of the same state.

A third committee which will be appointed by Secretary Hoover will take up the question of metropolitan facilities and will carry on the work of the 1924 Committees on City Planning and Zoning, and Construction and Engineering, in their relation to the traffic problems of metropolitan areas. An interesting feature of this work will be a study of the relation of the traffic problem to retail store patronage, which the Division of Domestic Commerce of the Department of Commerce has offered to make for the benefit of the Committee.

A fourth new Committee will consider the subject of causes of accidents. It has been definitely established that there is little accurate information even as to the immediate causes of accidents.

Indiana Bus Men Co-ordinate

Seventy members of the Motor Bus Association of Indiana met at Indianapolis recently for a conference regarding action by association members in compliance with the Public Service Regulatory law for buses passed by the state legislature. Steps were taken toward the compilation and publication of state bus guides and schedules and a movement started for the routing of passengers over lines that meet but do not now make schedule connections.

European Conferences for Export Expansion

Plans are in full swing for the series of meetings to be conducted in Europe next summer by representatives of the National Automobile Chamber of Commerce with the view to preparing the way for an expansion of American foreign trade in automobiles.

The movement thus inaugurated will be the first concerted effort of American automotive manufacturers to consolidate the gains already made in foreign trade and to remove the obstacles that have long been recognized as bars to expansion in this direction. The ultimate goal is a total of foreign business at least 25 per cent of the total domestic business. The proportion is now about 12 per cent.

Particular attention will be given to the legislative bars to the free use of automobiles. The viewpoint persists in many countries that the automobile is a luxury rather than a utility, and this is reflected in the taxes and other restrictions to which automobile owners are subject. In England, for instance, owners are taxed a pound a year a horsepower, which means approximately $110 a year for Ford owners. It is felt that a drastic change in the attitude of lawmakers toward the industry must be brought about before sales on a large scale are possible.

Reeves, Loomis and Schmidt on Trips for Industry

Alfred Reeves, general manager of National Automobile Chamber of Commerce, recently spent a week in Detroit and vicinity visiting the various automobile plants and studying matters related to motor transportation development. Edward F. Loomis, secretary of the Motor Truck Committee of the Chamber is attending committee meetings in Chicago preparatory to consideration of a motor transport conference in that city. Walton Schmidt, Mid-West representative of the organization, is visiting Mid-West cities making a study of busness conditions.

Trucks to Operate Between Cleveland and Toledo

After a year's trial of operating trucks for the handling of freight in less-than-carload lots between Cleveland and Erie, the New York Central expects to start trucks operating between Cleveland and Toledo.

"Economy and speed will be effected by using motor trucks for moving slow freight," says M. R. Maxwell, general freight agent.

Motor Truck Industries, Inc., Meeting Big Success

Visitors Tour Continental Plant. Service and Its Relation Between Maker, User and Parts Stations Discussed

Together with an interesting and most enlightening trip through the plant of the Continental Motors Corp., the March Meeting of Motor Truck Industries, Inc., was proclaimed constructive in every respect.

Members gathered in conference, at the Statler Hotel, Detroit unanimously felt that the exchange of ideas developed many thoughts of vital importance to the trade. With B. A. Gramm, Secretary and Treasurer, presiding in view of the still vacant presidential chair the meeting was called to order and regular business was quickly dispatched to make room for the new program. Election of the president was postponed until next meeting, when it is hoped a complete quorum will be present. C. D. McKim of Continental Motors, however, was elected second vice-president to fill the office vacated by G. W. Yeoman.

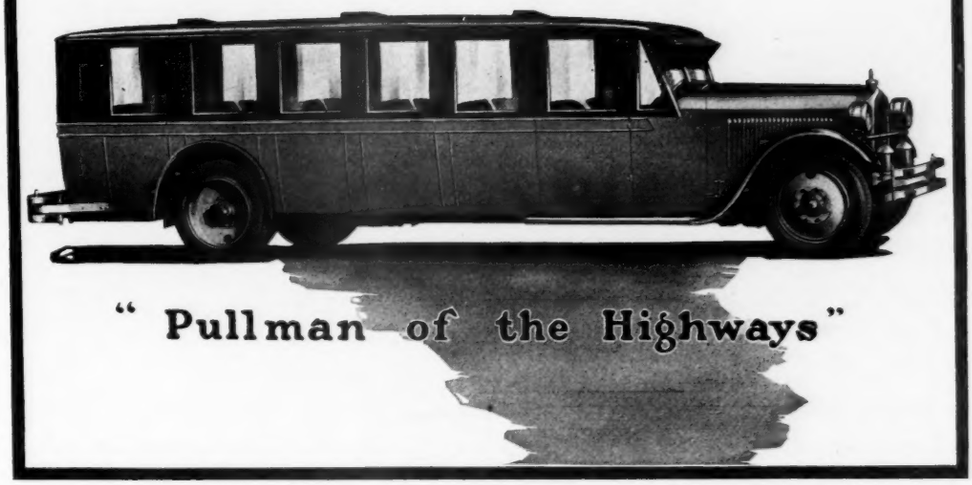
The standardization question, in which everyone at the present time is or should be vitally interested, was the first subject on the table for discussion. It was analyzed and discussed at length. Considerable progress was achieved. Next, a general discussion on sales, production and service followed the reading of a very able paper by J. R. Spraker of the Atterbury Motor Truck Co. on "Service situation between customers the motor truck companies and the parts stations." In view of a diversity of opinion regarding the several features of a parts service plan which was up for discussion a committee was appointed to come to a decision on the question. On motion it was agreed to hold the April meeting at Wabash, Ind., at the Service Motors, Ind., plant in the morning and the Indiana Truck Corp. plant in Marion in the afternoon. The May meeting was settled to take place at the Spicer Mfg. Company's plant in Plainfield, N. J.

The meeting was called to order with the following present:

E. A. Parsons, Brown-Lipe Gear Co.
Gould Allen, Brown-Lipe Gear Co.
Paul Moore, Service Motors, Inc.
Charles Cotta, Cotta Gear Co.
C. D. McKim, Continental Motors Corp.
E. B. Ross, Clark Equipment Co.
C. S. Watson, Bethlehem Steel Co.
C. R. Hendrickson, H. Motor Truck Co.
C. J. Helm, Acme Motor Truck Co.
F. E. Place, Buda Motor Co.
H. S. Powell, Powell Muffler Co.
W. V. Buck, Krebs Motor Truck Co.
J. R. Spraker, Atterbury Motor Truck Co.
L. M. Bates, Galion All Steel Body Co.
B. A. Gramm, Gramm & Kincaid Motors, Inc.
M. E. Bracket, Clydesdale Motor Truck Co.
J. K. Hoffman, American Motor Body Co.
E. L. Atkinson, Lange Motor Truck Co.
Packard Electric Co., Warren, Ohio.
Handy Governor Co., Detroit, Mich.

Due to the necessity of expanding, the General Piston Ring Co. has moved to larger quarters at Tipton, Ind. Plant and offices are both moved. Total floor space has been increased over 100 per cent in this move.

The Garford Parlor Car



"Pullman of the Highways"

Opportunity Knocks at Your Door

IMMEDIATELY motor coach patrons learn of a coach that affords them a vibrationless ride behind a powerful 6-cylinder engine, they patronize this coach and want no other. They know that when vibration is absent, riding comfort is enhanced. Then, they learn such coaches maintain regular schedules. They know they can depend on reaching their journey's end without delays occasioned by the need for roadside repairs. Patrons like to ride in clean, well-kept and well-painted motor coaches that not only are attractive to the eye, but rich and harmonious in color combination, fittings and upholstery.

The men who design and build Garford Motor Coaches are coach specialists who think and operate along coach lines with the advanced idea of building for coach requirements. The Garford Motor Coach is just as distinctive in the passenger transportation field as is the Garford Truck in freight transportation. Our vast production facilities are an assurance that additional motor coach units can be added to any fleet and keep those fleets uniform.

A broadened opportunity is knocking at the door of the passenger transportation merchandisers. Write for the booklet described below. It contains valuable information about advanced engineering of motor coaches.

A Postal Card Will Bring You This Book

Interesting Information in It for Dealers and Operators

The Garford Motor Truck Company

LIMA, OHIO

TRUCKS—1 to 7½ TONS COACHES—15 to 30 PASSENGERS

Government Makes Endurance Tests

The Bureau of Standards here, in co-operation with tire manufacturers, has started a series of tests on the large sizes of pneumatic truck tires, in order to establish an adequate laboratory endurance test which can be applied in connection with Government purchases under Federal Specifications.

Considerable progress has been made, both by the bureau and the tire manufacturers, in perfecting tests of this nature for 5-inch tires and smaller sizes, but very little laboratory work has been done on the 6, 7 and 8-inch sizes, which are strictly truck tires.

The same type of endurance machine which has been found to be satisfactory for the 4½ and 5 inch tires is being used for the larger sizes. The wheel on which the tire is mounted revolves in bearings supported by a movable car, and the tire is forced against a revolving drum driven by an electric motor, with a pressure corresponding to the appropriate axle load. For the 6-inch tires, which are the first sizes being run, an axle load of 2,200 pounds per tire is used with 90 pounds inflation pressure, while for the 8-inch tires an axle load of 4,000 pounds will be used with the tire inflated to 110 pounds per square inch.

It is thought that an endurance test of this nature is especially desirable for truck tires, since the tendency of the larger tires to develop high temperatures presents unusual problems in their design.

Heavy-Duty Cords Gain

A big factor in the rubber industry is the ascending consumption of heavy-duty pneumatic cord tires as used by buses and trucks. This branch of the tire industry that was formerly comparatively minor is rapidly assuming large proportions. For instance the heavy-duty cord tire business last year totaled more than $20,000,000. This year the figure is predicted to reach the $34,000,000 mark.

Development in tire construction, improved highways, increasing popularity of the bus mode of transportation, increased acceptance of the utility of trucks in deliveries by large fleet operators, and a better business-like and scientific understanding of the capabilities of a commercial vehicle is largely responsible for this unprecedented increase in the production of large pneumatics.

Bethlehem Opens New Factory Branches

Bethlehem Motors Corp., of New York, manufactures of the Bethlehem Truck in Allentown, Pa., announces the opening of factory branches at Hulst St. and Queens Blvd., Long Island City, New York, and 599 Springfield Ave., Newark, N. J. F. Briggs Barlow, formerly assistant sales manager at the factory has been appointed branch manager at New York. Harold F. Bidwell, for some time connected with the factory has been appointed branch manager in Newark.

Truck Weight Raised in Indiana

Truck and bus interests of Indiana fared very well in the session of the legislature which recently closed. The conference report on the motor vehicle bill, which was adopted, raised the permissible truck weight to 28,000 pounds, instead of the 20,000 lbs. gross weight limit first proposed. Truck fees, though raised in some instances, are moderate in view of the attempts made to raise license fees on large sizes to exorbitant figures.

As was expected, the gasoline tax was raised from two to three cents a gallon, with two cents of the sums raised going to the state highway and one cent to counties for road work.

A last minute amendment to the motor vehicle bill imposes a license fee of $10 a seat for buses engaged in interstate commerce. This appears to violate a recent ruling of the United States Supreme Court that states have no right to interfere in interstate bus commerce, so automobile men are in hopes that it will be held invalid.

Duplex Truck Predicts Bright Spring Business

At the annual meeting of the newly elected directors of the Duplex Truck Co., old officers were re-elected and a proposal for the expanding of the sales campaign which has been approved by the stockholders was outlined and organized.

That the affairs of the company are sound is evidenced by a statement issued to the stockholders, showing that during 1924 the company, in addition to wiping out all outstanding indebtedness, made a profit for the first time since the close of the war. This profit instead of being distributed in dividends will be made the nucleus of a fund which will be used for sales expansion, promotion and advertising.

Discussing the outlook for the present year President Gerson said this morning:

"The outlook at this time is brighter than it has been since the war for our line, and like all manufacturers we are looking forward to the spring months to show a distinct increase in business.

"We are not going to inaugurate any radical era of expansion; conditions at the present time do not warrant it. We have established and abided a policy of conservative management which has brought us through an industrial era which has forced many truck concerns to the wall."

Kant-Rust Lubrication Service

Increasing demand for quick lubricating service is what prompted Kant-Rust to aid dealers who are equipping for this kind of work.

Kant-Rust is giving away free with every 25-gallon drum a high pressure syphon gun and reservoir. This is the entire equipment that is needed to apply Kant-Rust.

Credit Men Check Business Frauds

Like a great snowball, the National Fund for Credit Protection is steadily gaining force and in but a few weeks this movement will throw a chill into the hearts of the most intrepid commercial criminals who have heretofore practiced comparatively unmolested. Since the start of this movement over a score of the largest commercial centers of the United States, cast of the Mississippi River, have organized their industral, commercal, and financial interests in an effort to insure the success of National Credit Protection. This movement has already received strong endorsement of a vast number of trade associations throughout the country, of accounting institutes, banking houses, Federal district attorneys, judges and cabinet ministers.

The National Association of Credit Men in undertaking to raise at least $1,000,000 for the prevention of credit crime, are initiating the first effort that has ever been made to unite the executive brains and business resources of the nation, in a movement to destroy as quickly as possible a national commercial menace. It is no exaggeration to say that the success of this movement will save to the nation at large, and to business men in particular, millions of dollars annually.

Deliveries of the Fisher fast freight model of Standard Motor Truck Co. are reported by the company to have required increase in factory production facilities. Export shipments of the new model are reported as having been made to dealers in Canada, New Zealand, Australia, and other countries. Melchior, Armstrong, Dessau Co., Inc., New York, has been appointed distributor on export.

Golt & Vogelson, Inc., has been organized as distributors of Selden motor trucks in western New York. The sales rooms and service station are located at No. 1557 Main Street, Buffalo.

J. R. Golt, president, has been in the automobile business fifteen years, the last seven being devoted to the sale of Selden and Reo trucks. H. H. Vogelson, treasurer, for three years was connected with the Overland-Knight and more recently with the Reo.

Chevrolet Motor Co. is now shipping its improved commercial vehicle chassis, the prices on which are now listed as four twenty-five for the half-ton capacity model, and five-fifty of the one ton. Sales of commercial models by Chevrolet last year approximated twenty-four thousand. Under sales development plans which the company has outlined for the year it is expected to double this volume.

The Illinois Power Company of Springfield, who are operating a supplementary bus service to their city traction system, have recently placed an order for three more 25-passenger Mack city-type buses, which will make a total of eight Macks in this company's service in Springfield.

Commercial Car Specifications—Corrected Monthly

The Specifications, Chassis Prices, Etc., Are Corrected Each Month From Data Supplied Direct by the Makers. Gasoline Tractor-Trucks Will be Found at the End of Gasoline Commercial Cars

Those Chassis Which Are Sold and Recommended for Passenger Transportation Are Designated in the Following Table by Reference Sign (§) in Front of the Name

For Specially Designed Motor Bus Chassis See Pages 42 and 43. See Table for Replacement Data. Truck Frame Dimensions Are Included in Same Table

(Where prices are not given it is because we have been unable to get them from authoritative sources)

For full name and address of manufacturer and information regarding complete line see page 51

Trade Name and Model	General: Chassis Price	Standard Wheelbase (inches)	Tire Size §§: Front (inches)	Tire Size §§: Rear (inches)	Engine: Make and Model	Engine: Bore and Stroke (inches)	Engine: N.A.C.C. Rated H.P.	Engine: Valve Arrangement	Engine: Oiling System	Engine: Governor (Make)	Engine: Radiator (Make)	Engine: Fuel System: Carburetor (Make)	Engine: Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Make	Clutch: Type	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
1000 Pounds																																	
Chevrolet Sup.Com.Ch	425	103	30x3½*	30x3½*	Own	3½x4	21.7	H	PS	Non	Har	Zen	G	Rem	Rem	Own	P	Own Sup	U	3	Own	Own Sup	S	½	3.81	12.7	A	Own Sup	S.S	Own	Hay	Jax	1500
Overland..91	395	100	30x3½*	30x3½*	Own 91	3½x4	19.6	L	PC	Non	Own	Til	G	A-L	A-L	B&B	P	Own 91	U	3	Own	Own 91	B	½	4.50	17.6	A	Own 91	Own	Own	Hay	Hay	1472
1500 Pounds																																	
Dodge Brothers	705	116	32x4*	32x4*	Own	3⅞x4½	24.0	L	SP	Non	McC	Ste	V	N-E	N-E	Own	D	Own	U	3	Own	Own	S	½	4.54	18.9	A	Own	Own	Own	Kel	Kel	1992
Rainier...R-31	1970	125	35x5*	35x5*	Con N	3½x5	22.5	L	PS	Non	Har	Zen	V	Eis	Non	B-L	D	B-L 30	U	3	Har	Tim 6258	W	½	6.75	22.5	A	Tim 1250	Per	Lav	Jon	Fir	2500
White 15	2150	133½	34x5*	34x5*	Own GK	3¾x5½	22.5	L	SP	Non	Own	Zen	G	.....	.....	Own	D	Own 15	A	5	Spi	Own 15	B	½	5.36	18.6	A	Own 15	.....	Own	Woo	Fir	3225
Yellow Cab Mod T3	1295	109	29x4½*	29x4½*	Con V-7	3¾x5	22.5	L	PS	Non	Lon	Zen	G	Bos	N-E	B-L	D	B-L 30Y	U	3	Spi	Tim 5330	B	½	4.90	16.3	B	Tim 1341 Dey	Mar	Gen	Mot	Fir	2500
1 Ton																																	
Acme Flyer	....	130	30x5*	30x5*	Con S4	4¼x4½	28.9	L	FP	Non	Per	Zen	V	A-L	A-L	B-L	D	B-L31	U	3	Blo	Col 52000	S	F	5.10	24.4	A	Col 5000S	Det	Ros	Smi	Fir	3000
Autocar F	....	97	34x4‡	34x6‡	Own 2	4¾x4½	18.1	L	SP	Non	Own	Str	G	Bos	L-N †	Own	P	Own F	A	3	Spi	Own F	R	F	8 30	33.2	A	Own F	Del	Ros	Hoo	.....	3800
Autocar G	....	120	34x4‡	34x6‡	Own 2	4¾x4½	18.1	L	SP	Non	Own	Str	G	Bos	L-N †	Own	P	Own F	A	3	Spi	Own F	R	F	8.30	33.2	A	Own F	Del	Ros	Hoo	.....	3900
Bessemer G	....	124	35x5*	35x5*	Con N	3¾x5	19.6	L	PS	Non	Stn	Str	G	Bos	Bos	Ful	D	Ful TU3¼	U	3	Blo	Tor Bevel	B	D	.....	.....	A	She 350	Per	Ros	Sch	Fir	3000
§Bethlehem KN	1595	125	33x5*	33x5*	Own KN	3½x5	19.6	L	FP	Non	Bus	Zen	V	Bos	G&D	B&B	P	Ful SU	U	3	Spi	Eat 1000	B	½	6.86	21.8	...	Eat 750	Mat	Ros	Van	Fir	2650
Betz J-3	1850	140	34x5*	34x5*	Own J-3	3¾x5½	22.3	L	..	Non	Chi	Zen	G	Bos	Bos	B-L	D	B-L 30	U	3	Pet	Tim 6352	W	½	.....	.....	A	Tim 1250	Mar	Ros	.....	Fir	3150
Biederman	....	138	34x4	34x5	Con 8R	3⅞x4½	27.3	L	PC	Han	Own	Zen	G	Del	Del	B-L	D	B-L 31	U	3	Spi	Cla	B	½	5.5	27.	A	Shu	Mat	Ros	Cla	Fir	3200
Casco A	1700	130	34x5*	34x5*	Bud WTU	3¾x5½	22.5	L	PC	Non	G&O	Zen	V	Bos	Bos	Ful	D	Ful SUI	U	3	Spi	Col 52000	S	¾	5.85	23.4	A	Col 5000	Per	Woh	Arc	Fir	3200
§Chevrolet Sup	550	120	30x3½	34x4½*	Own Sup	3½x4	21.7	H	PS	Non	Har	Zen	G	Rem	Rem	Own	P	Own Sup	U	3	Own	Own Sup	S	½	6.33	24.1	A	Own Sup	S.S	Own	Hay	Jax	1900
Commerce 11	....	127	34x5	34x5	Con N	3¾x5	22.5	L	SP	Non	Lon	Zen	V	Bos	Bos	Ful	D	Ful SU2	U	3	U-M	Sal 1481	B	¾	5.85	23.4	A	Sal 1415	Amc	Jac	Smi	Fir	2930
Concord E	2500	135	34x5*	36x6*	Bud GBU	4x5¼	25.6	L	PC	Non	Own	Zen	V	Eis	Wes	B-L	D	B-L 30	U	3	Spi	Tim 6352	W	½	6.20	24.8	A	Tim 1452	.....	Ros	Arc	Fir	3500
Corbitt E	....	130	34x3½‡	34x4‡	Con N	3¾x5	22.5	L	PS	Non	McC	Str	V	Eis	Bij‡	B-L	D	B-L 31	U	3	Spi	She W1501	W	½	7.80	25.9	A	She 33FA	She	Ros	Bim	.....	3730
§Diamond T75	....	130	33x5*	33x5*	Her OX	4 x5	25.6	L	PC	Non	G&O	Zen	G	Apo	A-L†	Cov	D	Cov JUC	U	3	Spi	Col 52021	B	¾	5.12	18.6	A	Col 5083	Mat	Gen	Mot	Fir	2825
Dorris K-2	2490	Opt	33x5*	33x5*	Own	4 x5½	25.6	H	PC	Non	Mod	Str	V	Bos	Wes	Own	D	W-G	U	3	Spi	Tim 5512	B	½	4.23	15.6	A	Tim 1250	Row	Ros	Mun	.....	2000
Duplex G	....	132	33x5*	33x5*	Bud WTU	3¾x5½	22.5	L	PC	Non	Mod	Zen	V	Wes	Wes	B-L	D	B-L	U	3	Pet	Tim	B	½	5.50	22.0	A	Tim 1250	Pen	Ros	Mot	Fir	3300
Federal Knight	1095	124	32x4½	32x4½	Kni	3½x4½	21.0	S	PC	Non	Own	Zen	G	Eis	A-L	B&B	P	Own	U	3	U-M	Tim 5310	B	½	6.11	22.3	A	Own	Mat	Gem	Mot	Fir	2400
§Ford T	365	124	30x3½*	30x5	Own T.T.	3¾x4	22.5	L	SP	Non	Own	Own	G	Own	Own	Own	D	Own TT	U	2	Own	Own TT	W	½	Opt	19.9	B	Own TT	Own	Own	Own	Own	1572
Fulton A	1495	130	35x5*	35x5*	Bud WTU	3¾x5½	22.5	L	PC	Non	Liv	Zen	G	Sim	Dyn	Cov	D	Cov JUC	U	3	Spi	She W1002	W	½	6.10	.....	A	Col 5038	Row	Lav	Hoo	Fir	3600
§Garford 15	....	132	34x5*	34x5*	.....	3½x5½	21.0	L	PC	Non	.....	.....	G	.....	.....	.....	P	Own 15	U	3	.....	.....	W	½	6.50	.....	A	Own 15	.....	.....	.....	.....	3500
§Gary WLD	1590	132	35x5	35x5	Bud WTU	3¾x5½	22.5	L	PC	.....	Chi	Str	V	Eis	Rem	Ful	D	Ful TU3¼	U	3	Blo	Tim 5511	W	½	5.50	24.7	A	Tim 1250	Det	Ros	Pru	Gdy	3200
§GMC K-16	....	132	34x5*	34x5*	Own K-16	3½x5½	19.6	L	FP	Own	McC	Mar	G	Sim	Rem	Own	D	Own K16	U	3	U-M	Own K-16	B	¾	6.00	21.9	A	Own K-16	.....	Own	Kel	.....	3435
Gotfredson 20 B	....	131	33x5*	33x5*	Bud WTU	3¾x5½	22.5	L	PC	Non	McC	Zen	V	Rem	Rem	B&B	P	B-L 20	U	3	Spi	Cla-B307	B	½	5.00	15.0	B	Sal 1546-E	Det	Gem	Van	Fir	3300
§Graham BB	1175	130	33x5	33x5*	Dod	3⅞x4½	24.0	L	PS	Non	McC	Ste	V	N-E	N-E	Dod	D	Dod	U	3	U-P	Own	S	½	5.10	21.2	A	Dod	Det	Dod	StM	Fir	2630
Gramm-Bern.10-Sp	....	129	33x5*	33x5*	Lyc CT	3¾x5	22.5	L	PC	Non	Own	Zen	G	Con	A-L	Mun	D	Mun T2311B	U	3	Own	Sal 1483	B	¾	5.75	23.0	B	Sal	Per	Ros	Van	Fir	2370
Grass Premier 40	1350	130	32x4½*	33x5	Lyc CT	3¾x5	22.6	L	PC	Non	Chi	Str	V	Bos	Bos	B-L	D	B-L	U	3	Spi	Cla B366	S	½	5.1	21.2	B	Sal	Per	Ros	Van	Fir	2370
Independent (Iowa)J	1450	135	34x5*	34x5*	Bud WTU	3¾x5½	22.5	L	PC	Non	Chi	Zen	V	Bos	Bos	Ful	D	Ful	U	3	Blo	Sal	B	...	5.73	.....	A	Sal	Tut	Lav	StM	Fir	3480
Indiana 11	....	129°	34x5*	34x5*	Her OX	4 x5	25.6	L	PC	Non	McC	Str	G	A-L	A-L	B&B	P	B-L 31	U	3	Blo	Cla 307	S	½	5.66	22.6	A	Sal D	She	Ros	Bim	Fir	3300
Internt'l "S"	....	124	32x4½*	32x4½*	Lyc-Spec	3½x5	19.6	L	PC	Non	Lon	Ens	G	Con	A-L	Mun	D	Mun	U	3	Sne	Eat	I	D	5.38	21.5	A	Tor 75	Sta	CAS	Opt	.....	2750
Kenworth OS	2150	131	30x5	30x5	Bud WTU	3¾x5½	22.5	L	PC	Non	Own	Str	V	Bos	Non	B-L	D	B-L 31	U	3	Spi	She W 1002	W	½	6.00	28.8	A	She 33FA500	Lah	Ros	Smi	Fir	4100
King-Zeitler	2050	134°	34x4‡	34x5‡	Con J4	3¾x5	22.5	L	FP	Non	Chi	Str	G	Eis	Bos‡	B-L	D	B-L 31	U	3	Pic	Tim 6258	W	½	6.75	32.4	A	Tim 1460	Mar	Gem	Bim	Fir	3750
Kissel	1585	140	34x5*	34x5*	Own	3⅞x5½	24.1	L	SP	Non	McC	Str	V	Rem	Rem	W-G	D	W-G T38L	U	3	Spi	Tim 6258	W	½	6.2	22.8	A	Tim 1452	Mat	Jac	Std	Sch	3780
Luedinghaus	....	130	34x4½*	Wau X	3½x4½	19.6	L	PC	Non	Own	Zen	G	Spl	Dyn	B&B	P	D-G D-Y	U	3	.....	Wis 800G	W	½	.....	.....	A	Col 5000	.....	Lav	.....	.....	2850
§Menominee	....	132	35x5*	35x5*	Wis SU	4x5	25.6	H	PC	Non	Per	Zen	G	Eis	Bos	B&B	P	Det KY400	U	3	Spi	Col	S	½	4.58	18.3	A	Col	Per	Lav	Std	Fir	2925
Moreland R-R	1875	130	34x5*	34x5*	Her OBX	4x5	25.6	L	PC	Non	Own	Zen	G	A-L	A-L	B-L	D	B-L 31	U	3	Pet	Tim 5518	B	½	5 37	22.0	A	Tim 1250	U-S	Ros	.....	Fir	3335
Moreland RC	2280	180	32x6*	32x6*	Her OBX	4 x5	25.6	L	PC	Non	Own	Zen	G	A-L	A-L	B-L	D	B-L 30	U	3	Pet	Tim 5512	B	½	5.37	22.0	A	Tim 1250	U-S	Ros	Own	Gdy	3850
§Nash 2018	1595	130	34x4‡	34x5‡	Own 4	3¾x5¼	22.5	L	F	Sim	Lon	Str	G	Eis	A-L	B&B	P	D-G C	U	3	Own	Cla 1-D	I	D	6.80	21.8	D	Own 2018	Har	Lav	A-W	.....	3400
Nelson LeMoon GP-1	....	151	34x5*	34x5*	Con S4	4¼x4½	28.9	L	FP	Non	Chi	Str	G	Bos	Bos	B-L	D	B-L 30	U	3	Spi	Cla B307	B	½	7.75	.....	A	Tim 1250	Tut	Ros	StM	Fir	2700
Noble A-76	1875	130	34x5*	34x5*	Bud WTU	3¾x5½	22.5	L	PC	Non	Chi	Zen	V	Spl	Bos	Ful	D	Ful LTU4	U	3	Blo	Cla B-360	B	½	6.28	25.1	B	She 33FA	Tut	Ros	Bim	Fir	3400
O. K. O	1575	131	33x5*	33x5*	Bud WTU	3¾x5½	22.5	L	PC	Non	Own	Zen	V	Eis	Dyn	Ful	D	Ful LTU	U	3	Har	Tim 6250	W	½	6.75	.....	A	Tim 1250	Tut	Ros	Mot	Fir	3250
Ogden A2	....	125	34x5*	34x5*	Con N	3¾x5	22.5	L	PS	Non	Chi	Zen	V	Spl	Bos‡	B-L	D	B-L 30	U	3	Pic	Tim 6258	W	½	5.60	18.6	A	Tim 1250	Tut	Ros	Bim	Gdy	3100
Penn	750	122	30x3½*	32x4½*	Own	3½x4	19.6	L	...	Non	Own	Til	G	A-L	A-L	B&B	P	Own	U	3	Own	She	W	½	5.50	20.0	A	Own	Own	Own	Sch	Fir	2175
Rainier R-29	2150	133	35x5*	35x5*	Con N	3¾x5	22.5	L	PS	Mon	Har	Zen	V	Eis	Bos‡	B-L	D	B-L 30	U	3	Spi	Tim 6258	W	½	6.75	22.5	A	Tim 1250	Per	Lav	Jon	.....	2700
Sandow G	....	120	34x4*	34x5*	Bud WTU	3¾x5	22.5	L	PS	Non	Chi	Str	G	Eis	Non	Ful	D	Ful TU3¼	U	3	Spi	Tim 1501W	W	...	7.00	23.4	A	She FA-500	.....	Ros	Opt	Fir	3000
Sandow GA	....	130	33x5	33x5	Her OX	4 x5	25.6	L	PC	Non	Own	Str	G	Bos	R-L	Ful	P	Ful TU3¼	U	3	Spi	Own	S	½	4.46	15.6	A	Own	Mar	Lav	Dis	Fir	3000
Sanford W-612	....	151	33x5*	33x5*	Con8-R-6	3½x4½	27.3	L	PC	Non	R-T	Str	G	Con	Dyn	Ful	P	Ful	U	3	Spi	Sal E	B	¾	5.75	27.0	A	Sal E	She	Ros	StM	Fir	2960
Schacht	....	132	30x5*	30x5*	Wis SU	4 x5	25.6	H	PC	Non	Own	Zen	V	Bos	Non	Ful	D	Ful GU-7	U	4	Blo	Wis 60D	R	½	6.00	28.8	A	Shu 510	She	Ros	.....	.....	3755
Service 25F	....	132	30x5*	30x5*	Bud WTU	3¾x5½	22.5	L	PC	Non	Own	Zen	V	Rem	Rem	B&B	P	B-L 30	U	3	M-E	Eat 1500	B	½	5.62	23.0	A	Shu 310	She	Ros	Smi	Fir	3670

For full name and address of manufacturer and information regarding complete line see page 51

Trade Name and Model	General				Engine								Electrical System		Clutch		Gearset				Rear Axle			Gear Ratios			Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
	Chassis Price	Standard Wheelbase (inches)	Tire Size §§ Front (inches)	Tire Size §§ Rear (inches)	Make and Model	Bore and Stroke (inches)	N.A.C.C. Rated H.P.	Valve Arrangement	Oiling System	Governor (Make)	Radiator (Make)	Fuel System: Carburetor (Make)	Fuel System: Fuel Feed	Ignition System (Make)	Generator and Starter (Make)	Make	Type	Make and Model	Location	No. of Forward Speeds	Universals (Make)	Make and Model	Final Drive	Type	Total Reduction in High	Total Reduction in Low	Brakes, Location					
1 Ton—con'd																															
Sterling DW-8	....	142	32x6	32x6	Own V	4 x5	25.6	L	PC	.....	Own	Zen	V	Eis	.....	B-L	D	B-L 31	U	3	Spi	Tim 6258	W	½	5.8	27.8	...	Tim 1250	Mat	Ros	.....	.....	4200
Stewart 16	1195	130	34x4½*	34x4½*	Lyc CT	3¾x5	22.5	L	FP	Non	Own	Zen	G	Rem	Rem‡	Ful	D	Ful SU-1	U	3	Spi	Cla AW	B	¾	5.10	24.0	A	Col3008	Det	Gem	Ind	Fir	2700
§Transport 15	....	128	32x4½*	32x4½*	Con N	3¾x5	22.5	L	PS	Non	Mod	Zen	G	Rem	Rem	Ful	D	Ful SU-1	U	3	Blo	Col 51000	B	¾	5.10	20.4	A	Col 5000	Det	Lav	Mot	Fir	2950
Triangle AA	1285	123	34x4½*	34x4½*	H-S 2700	3¼x5	16.9	L	PS	Non	Per	Str	G	N-E	N-E	Ful	D	Ful LTU4	U	3	U-P	Cla B-306	B	½	5.66	22.6	A	Eat 75	Det	Gem	Nor	Fir	2600
Wachusett S	2400	152	34x5	34x5	Con 8R	3⅛x4½	27.3	L	PC	Non	G&O	Zen	V	Bos	Bos	B-L	D	B-L 30	U	3	Har	Tim 5511	W	¾	5.50	22.5	...	Tim 1250	Sav	Ros	Smi	Fir	3300
Wilcox AA	1900	130	35x5‡	35x5‡	Bud WTU	3¾x5⅛	22.5	L	PC	Dup	.....	Str	V	Bos	Wes‡	B-L	D	B-L 30	U	3	Spi	Rus 3600-B	W	½	7.70	25.8	A	Shu 350	She	Gem	.....	.....	3600
Yellow Cab T1	1450	130	33x5*	33x5*	Con V4	3¾x5	22.5	L	PS	Non	Lon	Zen	V	Bos	N-E	B-L	D	B-L 35	U	4	Spi	Tim 5516	B	½	5.37	17.3	B	Tim1341DGO	Mar	Gem	Mot	Fir	3130
Yellow Cab T-1	1550	150	33x5	33x5	Con V4	3¾x5	22.5	L	PS	Non	Lon	Zen	V	Bos	N-E	B-L	D	B-L 35	U	4	Spi	Tim 5516	B	½	5.37	17.3	B	Tim1341DGO	Mar	Gem	Mot	Fir	3210
1¼ Ton																															
Autocar F	....	97	34x4‡	34x6‡	Own 2	4¾x4½	18.1	L	SP	Non	Own	Str	G	Bos	L-N †	Own	P	Own F	A	3	Spi	Own F	R	F	8.3o	33.2	A	Own F	Del	Ros	Hoo	.....	3800
Autocar G	....	120	34x4‡	34x6‡	Own 2	4¾x4½	18.1	L	SP	Non	Own	Str	G	Bos	L-N †	Own	P	Own F	A	3	Spi	Own F	R	F	8.30	33.2	A	Own F	Del	Ros	Hoo	.....	3900
Biederman	....	154	34x5	34x6	Con 6M	3⅜x4½	27.3	L	PC	Han	Own	Zen	G	Del	Del	B-L	D	B-L 31	U	3	Spi	Tim	W	½	7.2	35.0	A	Shu	Mat	Ros	StM	Non	3600
Brockway E	....	135	33x5	33x5	Wis SU	4 x5	25.6	H	FP	Non	G&O	Zen	V	Eis	L-N	B-L	D	B-L 30	U	3	Spi	Col 52024	B	¾	5.12	.....	A	Col	She	Gem	Hoo	Fir	3125
Brockway E7	....	153	32x6	32x6	Wis 6Y	3¾x5	27.3	H	FP	Non	G&O	Zen	V	....	L-N	B-L	D	B-L 30	U	3	Spi	Col 53000	B	¾	5.12	.....	A	Col	She	Gem	Van	Fir	4000
Clinton 20	2070	150	30x5*	30x5*	Bud WTU	3¾x5⅛	22.5	L	PC	Non	Own	Zen	V	Bos	Bos	B-L	D	B-L 30	U	3	M-E	Tim 6258	W	½	6.25	25.0	A	Tim 1250	Per	Ros	StM	Fir	3450
Clydesdale 10A	....	154	34x5*	34x5*	Con J-4	3¾x5	22.5	L	FP	Non	Own	Zen	V	Bos	Bos	B-L	D	B-L 31	U	3	Spi	Tim 6258	W	½	6.75	32.4	A	Std 3780F	Per	Ros	Smi	Fir	3250
Corbitt 25	....	140	34x5	34x5	Con S4	4½x4½	28.9	L	FP	Non	McC	Str	V	Bos	Bos	B-L	D	B-L 31	U	3	Spi	She W-1501	W	½	7.8	25.9	A	She EA500	She	Ros	Smi	Fir	4100
Diamond T 04	....	132	36x3½‡	36x4‡	Hin HAA700	3¾x5¼	22.5	L	PC	Non	G&O	Str	V	Bos	Non	Cov	D	Cov JUC	U	3	Spi	Tim 6258	W	½	6.25	22.47	A	Shu 510	Mat	Gem	.....	.....	4300
Eagle 101	1875	134	34x5*	34x5*	Bud WTU	3¾x5⅛	22.5	L	PC	Opt	Own	Zen	G	Bos	Bos‡	Cov	D	Cov C	U	3	M-E	Tor 1000	I	D	6.60	24.0	A	Col 5000	Cha	Ros	Std	Fir	2800
Federal R-3	....	132	33x5*	33x5*	Con J-4	3¾x5	22.5	L	FP	Non	Own	Zen	V	Eis	Rem	B&B	P	Det	U	3	Pet	Tim 6250	W	½	5.60	18.7	A	Tim 1250	.....	Gem	Dis	.....	2950
Gramm-Bernstein 10	....	129	33x5*	33x5*	Lyc CT	3¾x5	22.5	L	PC	Non	Own	Zen	G	Bos	A-L	Mun	D	.....	U	3	Own	Sal 1483	B	¾	5.75	23.0	B	Sal	Per	Ros	Day	Fir	2370
Guilder B	1650	132	33x5*	33x5*	Bud WTU	3¾x5⅛	22.5	L	...	.....	G&O	Zen	G	Eis	Bos	B-L	...	B-L31	...	...	...	Cla 307	...	...	5.5	.....	...	Shu 5405	Mer	Ros	Ind	Fir	3250
Guilder B-6	1750	132	33x5*	33x5*	Con 8R	3¾x4½	27.3	...	...	.....	G&O	Zen	G	Eis	Bos	B-L	...	B-L 31	...	...	...	Cla 307	...	...	5.5	.....	...	Shu 5405	Mer	Ros	Ind	Fir	3250
Hahn B2	1800	136	34x5	34x5	Her OX	4 x5	25.6	L	FP	Non	Chi	Str	G	Con	Bos	B-L	D	.....	U	3	Spi	Cla	B	...	6.00	.....	A	Wis 10A	She	Ros	Opt	Opt	2900
§Larrabee-Deyo X-2	1810	138	34x5*	34x5*	Con 8R-6	3¾x4½	27.3	L	PC	Opt	Fed	Zen	G	Bos	Bos	B-L	D	B-I. 31	U	3	Sne	Sal 148OE	B	¾	5.85	27.6	A	Sal D	She	Gem	Ind	Fir	3350
Maccar EX	....	138	34x5*	34x5*	Wis SU	4 x5	25.6	H	PC	Non	Own	Zen	V	Bos	Bos	B-L	D	B-I. 31	U	3	Spi	Sal 1526E	B	¾	5.85	28.0	A	Sal 1525E	Row	Ros	Van	Gdv	3400
Master 11	....	132	33x5*	33x5*	Bud WTU	3¾x5⅛	22.5	L	PC	Non	Chi	Zen	G	Wes	Wes	Ful	D	Ful LTU8	U	3	Spi	Tim 5511	B	½	5.50	22.0	A	Tim	Det	Ros	StM	Fir	3200
Menominee HT	....	130	34x3½‡	36x5‡	Wis SU	4 x5	25.6	H	PC	Mon	Own	Zen	V	Eis	Bos	Det	D	Cot AAU	U	3	Spi	Wis	W	½	7.75	28.5	A	Shu	Tut	Ros	Std	Fir	3525
Northway Rocket	1390	138	32x4½	32x4½	Own R	3½x5	23.4	L	...	.....	Own	She	...	Bos	Bos	...	...	.....	...	...	...	.....	...	...	...	.....	...	.....	...	Ros	.....	.....	2750
Patriot 17R	1575	129	35x5*	35x5*	Bud WTU	3⅜x5½	22.5	L	PC	Non	Mod	Zen	V	Bos	Bij	B&B	P	Cov MA	A	3	The	Tim 6258	W	½	6.25	22.6	A	Fli 50B	Mar	CAS	Bim	Jax	3200
§Reo F	1185	128	33x5*	33x5*	Own F	4½x4½	27.2	D	PS	Non	Own	Joh	G	N-E	N-E	Own	D	Own	U	3	Own	Own	S	½	4.70	17.3	A	Own	Pen	Own	Mot	Fir	2705
Republic 75	....	124°	33x5*	33x5*	Lyc CT	3¾x5	22.5	L	PC	Non	Own	Str	G	Bos	Bos	Ful	D	Ful	U	3	Spi	Eat	I	D	5.65	22.6	A	Eat	Mat	Jac	Nor	Fir	2700
§Ruggles 20R	....	128	34x5*	34x5*	Her O	4 x5	25.6	L	FP	Non	Per	Zen	G	Rem	Rem	B-L	D	B-L 31	U	3	Spi	Col 53000	B	¾	5.12	20.4	A	Col 5000	Det	Jac	Nor	Fir	2800
Selden Pacemaker24	....	144	30x5	30x5	Her O	4 x5	25.6	L	PC	Non	Own	Str	G	Bos	Bos	B-L	D	B-L 31	U	3	....	Cla	B	F	.....	.....	A	Cla	.....	Ros	Van	.....	3580
Selden Pacemaker26	....	144	30x5	30x5	Con 8R-6	3½x4½	27.2	L	PC	Non	Own	Str	G	Bos	Bos	B-L	D	B-L 31	U	3	....	Cla	B	F	.....	.....	A	Cla	.....	Ros	Van	.....	3580
§Standard 75	....	134°	34x5	34x5	Con J 4	3¾x5	22.5	L	PS	Sim	Lon	Str	V	Eis	Bos‡	B-L	E	B-L 31	U	3	Spi	Tim 6250	W	½	5.60	24.3	A	Tim 1250	Am	Gem	StM	Fir	3000
Stoughton C	....	130	34x4½*	34x4½*	Own	3¾x4½	27.3	L	FP	Non	Chi	Zen	V	Rem	Rem	Det	D	Own	U	3	The	Col 53000	S	¾	5.87	20.0	...	Col 5300	Own	Ros	Bim	Gdy	2480
§U. S. U	....	138	34x5*	34x5*	Bud WTU	3¾x5⅛	22.5	L	PC	Non	Lon	Str	V	Bos	Bos	Ful	D	Ful SUI	U	3	Blo	Cla B	B	½	6.25	25.0	A	Shu 350	She	Lav	Sch	Fir	3400
United 25	....	131	30x5	30x5	Her OX	4 x5	25.6	L	PC	Non	Per	Str	G	Bos	Bos	B-L	D	B-L 31	U	3	Blo	Col 53000	B	¾	5.10	23.7	A	Shu 310	Det	Lav	Van	Fir	2910
Victor 25	1500	131	33x5*	33x5*	Her O	4 x5	25.6	L	FP	Non	Per	Zen	V	A-L	A-L	Ful	D	Ful LTU5	U	3	Pic	Col 5200	S	¾	5.1	20.4	B	Col 5000	Det	Lav	Van	Fir	3000
1½ Ton																															
§Acme 20L	....	136	34x5*	34x5*	Con 8R	3⅜x4½	27.3	L	PC	Non	G&O	Zen	V	Bos	Bos‡	B-L	P	B-L	U	3	Blo	Tim 6258	W	½	6.25	30.0	A	Tim 1452	Det	Ros	Bim	Fir	3500
§Armleder 30	....	148°	34x4‡	34x6‡	Her OX	4 x5	25.6	L	PC	Non	Own	Zen	V	Bos	Bos‡	B-L	D	B-L	U	4	Spi	Tim	W	½	7.25	39.0	A	Tim	She	Ros	StM	Gdy	4400
Atterbury 24R	2450	150°	34x4‡	34x6*	Bud KTU	4 x5¼	25.6	L	PC	Non	Own	Zen	V	Bos	Bos	B-L	D	B-L 31	U	3	Spi	Tim 6462	W	¾	6.50	31.2	A	Tim 1460	S.P	Gem	Arc	Fir	4750
§Autocar F	....	97	34x4‡	34x6‡	Own 2	4¾x4½	18.1	L	SP	Non	Own	Str	G	Bos	L-N †	Own	P	Own F	A	3	Spi	Own F	R	F	8.30	33.2	A	Own F	Del	Ros	Hoo	.....	3800
§Autocar G	....	120	34x4‡	34x6‡	Own 2	4¾x4½	18.1	L	SP	Non	Own	Str	G	Bos	L-N †	Own	P	Own F	A	3	Spi	Own F	R	F	8.30	33.2	A	Own F	Del	Ros	Hoo	.....	3900
Available JH	....	145	36x3½‡	36x5‡	Her 0	4 x5	25.6	L	PC	Pie	Chi	Zen	G	Bos	Bos‡	B-L	P	B-L 30	U	3	M-E	Tim 6460	W	½	7.00	28.0	A	Tim	Tut	Ros	Sch	.....	4000
§Bessemer H2	....	144	36x3½	36x5	Con J4	3¾x5	22.5	L	PS	Non	Stn	Str	G	Bos	Bij	B&B	P	B-L 35	A	3	Blo	Wis	R	½	.....	.....	A	Shu	Mat	Ros	StM	Non	4200
Biederman	....	166°	32x5	32x5	Con 6M	3⅜x4½	27.3	L	PC	Han	Own	Zen	G	Del	Del	B-L	D	B-L 31	U	3	Spi	Tim	W	½	7.75	38.0	A	Shu 350	.....	Ros	Jon	.....	3000
Bridgeport A	2350	144	34x4‡	34x6‡	Bud WTU	3¾x5⅛	22.5	L	PC	Non	G&O	Zen	V	Eis	Bos	B-L	D	B-L 30	U	3	Spi	Tim 6460	W	½	.....	.....	A	Tim 1542	Tut	Ros	Sch	.....	3900
Brinton C	2500	138	34x4	34x5	Con N	3¾x5	22.5	L	PS	Non	Bus	Str	G	Bos	Non	B-L	D	B-L	U	3	Spi	Tim 6560	W	¾	.....	33.6	...	Tim 1460	.....	Ros	Smi	Fir	3600
Clydesdale 12	....	152	32x6*	32x6*	Con 8R	3⅜x4½	27.3	L	PC	Non	Own	Str	V	Bos	Bos	B-L	D	B-L 31	U	3	Spi	Tim 6258	W	½	6.75	32.4	A	Std 3780F	Per	Ros	Smi	Fir	3600
Clydesdale 14	....	174	32x6*	32x6*	Con 8R	3⅜x4½	27.3	L	PC	Non	Own	Str	V	Bos	Bos	B-L	D	B-L 31	U	3	Spi	Tim 6258	W	½	6.75	32.4	A	Std 3780F	Per	Ros	Smi	Fir	3700
Columbia H	2175	140	34x4	34x6	Hin 300	3¾x5¼	22.5	L	PC	Hin	Lon	Str	V	Spl	Bos	Det	D	D-G	U	3	Spi	Vul	W	F	7.50	.....	...	Shu	Det	Own	StM	.....	3800
Commerce Super 11	....	142	34x5	34x5	Con 84	4¼x4½	28.9	L	FP	Non	Lon	Zen	V	Bos	Bos	Ful	D	Ful SU12	U	3	U-M	Sal 1481	B	¾	5.87	23.4	A	Sal 1415	Amc	Ros	Smi	Fir	3575
Concord EO	2500	135	34x5*	36x6*	Bud GBU	4 x5¼	25.6	L	...	.....	.....	...	V	Bos	Bos	B-L	D	B-L	U	3	Spi	Tim 6352	W	½	6.2	.....	A	Tim 1452	.....	Ros	Arc	Fir	3500
Corbitt D-22	2150	140	34x3½‡	34x5‡	Con J-4	3¾x5	22.5	L	FP	Sim	McC	Str	V	Eis	Bos‡	B-L	D	B-L 31	U	3	Spi	She W-103	W	½	7.80	25.9	A	She D343	She	Ros	Bim	Fir	4150
Day-Elder G	....	128	34x4	34x4‡	Bud WTU	3¾x5⅛	22.5	L	PC	Non	Bus	Zen	V	Eis	Bos‡	B-L	D	B-L 20B	U	3	Spi	Tim 6258	W	½	6.25	20.7	A	Col 7018	She	Gem	Van	Fir	3600
Day Elder GST	....	128	34x4	34x5	Bud WTU	3¾x5⅛	22.5	L	PC	Non	Bus	Zen	V	Eis	Bos	B-L	D	B-L 20B	U	3	Spi	Tim 6258	W	½	6.25	20.7	A	Col 7018	She	Gem	Van	Fir	3000
Defiance	1095	140	34x4	34x6	Wis CAU	3¾x5	22.5	L	PC	Non	Chi	Zen	V	Bos	Bos	Ful	D	Ful LT	U	3	Spi	Own	W	½	7.75	.....	A	She D343	Det	Lav	StM	Fir	3500
					Con J4																											
Denby 41	....	128	34x5*	34x5*	Her O	4 x5	25.6	L	PC	.....	Lon	Zen	G	A-L	A-L	Ful	D	Ful	U	3	U-P	Col	S	F	5.8	23.2	...	Con	Det	Ros	StM	Fir	3315
Diamond T-T-2	....	144	36x4	36x5	Hin HAA 700	3¾x5¼	22.5	L	PC	Hin	G&O	Str	V	Bos	Non	Cov	D	Cov JUC	U	3	Spi	Tim 6462	W	½	7.75	28.09	A	Shu 510	Mat	Gem	.....	.....	4500
Diehl B	....	120	.....	.....	H-S 7000	3½x5	19.6	L	PS	Non	.....	Zen	G	Bos	Non	M-E	D	Dur O2500B	U	3	M-E	Tor S327	I	D	5.30	.....	...	Tim 1520	S.P	Ros	StM	.....	4300
Dixon D	2650	145	36x3	36x6	Con J-4	3¾x5	22.5	L	FP	Pie	G&O	Zen	G	Bos	Non	Ful	D	Ful GU-8	U	4	Spi	Tim 6460	W	F	Opt	Opt	A	She	Pen	Ros	Mot	Fir	3900
Duplex GH	....	138	35x5*	36x6*	Bud WTU	3¾x5⅛	22.5	L	PC	Non	Mod	Zen	G	Wes	Wes	Cov	D	Cov	U	3	Pet	She	W	½	6.50	26.0	A	She	..	Gem	....	....	3900
Federal S-23	....	144	36x3½‡	36x5‡	Con J-4	3¾x5	22.5	L	FP	Non	Own	Zen	V	Eis	Rem†	B&B	P	Own S23	A	4	Pet	Tim 6460	W	½	7.25	36.2	A	Own S-23	..	Gem	....	....	3900
Fisher Fast Freight	1295	146	30x5	32x6	Con S4	4½x4½	28.9	L	FP	Non	Lon	Str	V	....	Bos	Lon	D	Own	A	3	Blo	Col Spec	B	F	5.12	16.6	A	Col Spec	Am	Gem	Own	Fir	3500
Front Drive FT	2800	120	36x6	36x6‡	Bud CTU	3¾x5¼	22.5	L	PC	Pie	Hoo	Zen	V	Spl	Opt	B&B	P	Own FP	A	3	Own	Own D-2	W	½	7.25	32.5	B	Own FTT	Tut	Ros	Std	.....	3350

Garford 30	....	144	32x6*	32x6*	Bud KBUI	4 x5¼	25.6	L	PC	Non	Own	Str	V	Eis	Non	Own	D	Own	A	3	Spi	....	W	½	6.00	24.0	A	Own	....	....	....	....	....
§Gary G15	2690	144	36x4	36x7	Bud WTU	4 x5¼	25.6	L	PC	Non	Own	Str	V	Eis	Non	Ful	D	Ful TU-3	U	3	Spi	....	W	½	6.25	24.0	A	Own	....	....	....	....	....
Gotfredson 30	....	144	36x6*	36x6	Bud WTU	3¾x5½	22.5	L	PC	Non	Own	Str	V	Eis	Non	Ful	D	Ful TU-3	U	3	Spi	....	W	½	6.00	24.0	A	Own	....	....	....	....	....

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For full name and address of manufacturer and information regarding complete line see page 51

Trade Name and Model	General				Engine									Electrical System		Clutch		Gearset			Universals (Make)	Rear Axle			Gear Ratios		Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
	Chassis Price	Standard Wheelbase (inches)	Tire Size §§ Front (inches)	Tire Size §§ Rear (inches)	Make and Model	Bore and Stroke (inches)	N.A.C.C. Rated H.P.	Valve Arrangement	Oiling System	Governor (Make)	Radiator (Make)	Fuel System Carburetor (Make)	Fuel System Fuel Feed	Ignition System (Make)	Generator and Starter (Make)	Make	Type	Make and Model	Location	No. of Forward Speeds		Make and Model	Final Drive	Type	Total Reduction in High	Total Reduction in Low							
2 Ton—Con'd																																	
Concord H	3700	150	36x6*	38x7*	Bud EBU	4 x5¼	25.6	L	PC	Non	Own	Zen	V	Eis	Wes	B-L	D	B-L 50	U	4	Spi	Tim 6460	W	½	6.75	36.1	...	Tim 1520	.....	Ros	Arc	Fir	4250
Corbitt C	....	148	36x4‡	36x7‡	Con K-4	4½x5¼	27.2	L	FP	Sim	McC	Str	V	Eis	Bos‡	B-L	D	B-L 35	U	3	Spi	She W-103	W	½	10.6	35.6	A	She 3FA10	She	Ros	Bim	Fir	5265
Day-Elder H	....	144	34x4*	34x5‡	Bud WTU	3¾x5⅛	22 5	L	PC	Non	Bus	Zen	V	Eis	Bos‡	B-L	D	B-L 31	U	3	Spi	Tim 6462	W	½	7.75	37.2	A	Col 7018	She	Gem	Van	Fir	4100
Day-Elder HST	....	144	34x4	34x6	Bud WTU	4 x5⅛	22.5	L	PC	Non	Bus	Zen	V	Eis	Bos	B-L	D	B-L 31	U	3	Spi	Tim 6462	W	½	7.75	37.2	A	Col 7018	She	Gem	Van	Fir	4100
Day Elder HSM	....	144	34x4	34x5	Bud KBU	4 x5¼	25.6	L	PC	Non	Bus	Zen	V	Eis	Bos	B-L	D	B-L 31	U	3	Spi	Tim 6462	W	½	7.75	37.2	A	Col 7018	She	Gem	Van	Fir	4300
Day Elder HSMT	....	144	34x4	34x6	Bud KBU	4 x5¼	25.6	L	PC	Non	Bus	Zen	V	Eis	Bos	B-L	D	B-L 31	U	3	Spi	Tim 6462	W	½	7.75	37.2	A	Col 7018	She	Gem	Van	Fir	4300
Denby 33	....	144	36x3½	36x7	Con J-4	3¾x5	22.5	L	PC	.....	Lon	Zen	G	Eis	....	Ful	D	Ful	U	4	U-P	Cla	I	D	7.25	29.0	...	Con	Det	Ros	StM	.....	3740
Dixon	....	145	.....	.....	Con J-4	3¾x5	22.5	L	FP	Pie	G&O	Zen	V	Eis	Bos	Ful	D	Ful GU7	U	4	Har	Tim 6460	W	½	.....	.....	A	Tim 1520	S.P	Ros	.....	Fir	4450
Duplex A	....	155	34x4‡	36x7‡	Hin HAA	4 x5¼	25.6	L	PC	Non	Mod	St	G	Eis	Wes	Cov	D	Cov RU3C	U	3	Pet	She W-103	W	½	7 75	30.0	A	She 33FA	Pen	Ros	Mot	Fir	4400
Eagle 100	2275	130	34x4‡	34x7‡	Bud GTU	4 x5¼	25.6	L	PC	Non	Own	Zen	G	Eis	Bos‡	Cov	D	Cov MUC	U	3	M-E	Rus 6000-I	I	D	8.80	31.8	A	Col 7000	Cha	Lav	Std	Fir	4100
Eagle 104	2395	130	34x4‡	34x8	Bud KTU	4 x5¼	25.6	L	PC	Non	Own	Zen	G	Eis	Non	Cov	D	Cov MUC	U	3	M-E	Rus 6005-I	I	D	8.31	.....	A	Col 7000	Cha	Ros	StM	Fir	4300
Fageol 235	3300	136	34x4	34x7	Wau FU	4 x5¾	25.6	L	PC	Wau	Own	Zen	V	Spl	Spi	B-L	D	Own A	U	7	Spi	Tim 6462	W	½	5.60	59.7	A	Tim 1460DXZ	Mat	Ros	.....	.....	5500
Forschler D	....	144	34x4	36x7	Con C-4	4½x5¼	27.2	L	PC	Dup	Own	Zen	G	Bos	Opt	Ful	D	.....	U	3	Har	.....	W	½	.....	.....	...	.....	Own	Ros	Smi	Non	4735
Fulton C	1985	137	34x4	34x8	Bud WTU	3¾x5⅛	22.5	L	PC	Non	G&O	Zen	G	Sim	Non	Cov	½	Cov MUC	U	3	Spi	She W-103	W	½	8.66	.....	...	Col 7013	.....	Lav	Hoo	Non	4900
Gotfredson 41	....	146½	36x6*	40x8*	Bud KBUI	4 x5¼	25.6	L	PC	Sim	McC	Zen	V	RBo	Rem	B&B	P	B-L 35	U	4	Spi	Tim 6462	W	½	7.25	38.7	A	Tim 1460	Det	Gem	M-M	Fir	5300
Grass Premier 70	2650	144	34x5†	34x7†	Wau Y	4 x5¼	27.2	L	PC	Opt	Chi	Str	V	Eis	Eis	B-L	D	B-L 35	U	4	Spi	Tim 6462	W	½	7.25	36.2	B	Con	Det	Ros	StM	Fir	4400
Guilder E	2975	152	36x4	36x8	Bud GTU	4 x5¼	25.6	L	PC	Pie	G-L	Zen	G	Eis	Bos	B-L	D	B-L 51	U	4	M-E	Wis DD	I	F	7.75	41.0	...	Wis	Mer	Ros	Van	Non	5100
G.W.W	2250	147	36x6*	38x7*	Wis SU	4 x5	25.6	H	PC	Non	Own	Zen	G	Bos	Bos	Ful	D	Ful GU5	U	4	Blo	Cla 2D	I	D	8.00	38.4	...	Shu 350	G-C	Lav	Bim	Fir	4100
Hahn K	2850	140°	36x4	36x7	Con K4	4½x5¼	27.2	L	FP	Pha	Chi	Str	G	Bos	Del	B-L	D	.....	U	4	Spi	Tim 6462	U	...	7.00	.....	A	Tim 1520	She	Ros	Opt	Opt	4700
Hug HA	1750	118	34x5*	38x7*	Bud WTU	3¾x5⅛	22.5	L	PC	Non	Per	Zen	V	Bos	Bos	Ful	D	Ful	U	3	Blo	Own	R	½	6.00	24.0	A	Wis	Tut	Ros	Van	Fir	3670
§Indiana 20	....	150°	36x4	36x7	Own 38	4½x5½	27.2	L	PC	Pie	McC	Str	G	Eis	Rem‡	B&B	P	B-L 35	A	4	Spi	She W-103	W	½	7.75	41.5	A	She D-370	She	Woh	Bim	.....	5335
International 43	....	130	36x4‡	36x7‡	Own 43	3¾x5	22.5	L	SP	Own	Own	Own	G	RBo	Own	Own	D	Own 43	A	4	Own	Own 43	I	D	9.00	53.1	B	Own 43	.....	Own	Own	.....	4790
Kearns N1	....	136°	34x4	34x7	Her O	4 x5	25.6	...	SP	.....	Own	Zen	...	Bos	.....	Ful	D	Ful	U	3	.....	She	W	...	.....	.....	...	.....	.....	Ros	.....	.....	.....
Kenworth M	3100	150	36x4	36x7	Bud KBU	4 x5¼	25.6	L	PC	Non	Own	Str	V	Bos	Bos†	B-L	P	B-L 35	U	4	Spi	She W-103	W	½	8.66	46.8	A	She D343	Lah	Ros	Smi	.....	4620
Krebs 44	....	160°	36x4‡	36x7‡	Con S4	4¼x4½	28.9	L	PC	Pie	Own	Zen	V	Bos	Bos	B-L	D	B-L 35	U	4	Spi	Tim 6462	W	½	8.75	46.8	A	Tim 1460	Mat	Ros	Smi	Fir	5000
Krebs 46	....	160°	36x4‡	36x7‡	Con 8R	3⅝x4½	27.3	L	PC	Pie	Own	Zen	V	Bos	Bos	B-L	D	B-L 31	U	3	Spi	Tim 6462	W	½	8.75	35.0	A	Tim 1460	Mat	Ros	Smi	Fir	4800
Luedinghaus	....	145°	36x4‡	36x8‡	Wau RU4R	4¼x5⅝	28.9	L	PC	Non	Own	Zen	...	Spl	Non	B&B	P	D-G	U	4	Spi	Tim	W	F	.....	.....	A	Shu 510	.....	Lav	.....	.....	4900
Maccar V1	....	162	36x4	36x8‡	Wis TAU	4 x6	25.6	L	PC	Pie	Own	Zen	V	Eis	Bos	B-L	D	B-L 35	U	4	Spi	Tim 6566	W	½	7.75	41.5	A	Tim 1526	Row	Ros	Day	.....	5300
Maccar V-3	....	162	36x4‡	36x8‡	Wis UAU	4¼x6	28.9	L	PC	Pie	Own	Zen	V	Eis	Bos‡	B-L	D	B-L 35	U	4	Spi	Tim 6566	W	½	7.75	41.5	A	Tim 1526	Row	Ros	Day	.....	5300
§Mack AB	3300	146½°	36x4	36x4‡	Own AB	4¼x5	28.9	L	PS	Own	Own	Str	G	Spl	N–E‡	Own	D	Own AB	U	4	Spi	Own AB	C	D	*6.99	33.8*	B	Own AB	Mer	Own	.....	.....	.....
§Mack AB	3750	146½°	36x4	36x4‡	Own AB	4¼x5	28.9	L	PS	Own	Own	Str	G	Spl	N–E‡	Own	D	Own AB	U	4	Spi	Own AB	R	F	*7.60	36.8*	B	Own AB	Mer	Own	.....	.....	.....
Moreland EC	3780	178	34x5*	34x5*	Con K-4	4½x5¼	27.3	L	FP	Non	Own	.....	V	Spl	Opt	B-L	D	B-L 51	U	4	Pet	Tim 6414	W	½	6.00	29.0	...	Tim 1550	U.S	Ros	Bud	.....	4590
§Nash 3018	2150	144	34x4‡	34x7‡	Own 4	3¾x5¼	22.5	L	PS	Sim	.....	Str	G	Eis	A-L	B&B	P	D-G C	A	4	Own	Cla 2D	I	D	9.00	39.0	B	Own 3018	Har	Lav	A-W	.....	3850
Nash 4017	2750	124	36x6	36x6‡	Bud HU	4¼x5½	28.9	L	PC	Sim	.....	Str	G	Eis	Non	B&B	P	Own 4017	A	4	Own	Own 4017	I	D	8.50	42.3	B	Own 4017	Har	Lav	.....	.....	6250
National M	....	137°	34x5*	36x6*	Wau Y	4 x5¼	25.6	L	PC	.....	Bus	Zen	G	Bos	Bos	B-L	D	B-L 30	U	3	Spi	Tim 6460	W	½	7.00	23.3	A	Tim 1520	Mat	Ros	Van	Fir	4000
Nel'n & LeMoon GP2	....	Opt	34x4	34x7	Con S4	4¼x4½	28.9	L	FP	Non	Chi	Str	G	Bos	Bos	B–L	D	B-L 30	U	3	Spi	Tim 6460	W	½	7.75	.....	A	Tim 1520	Tut	Ros	StM	.....	6300
Noble B31	2900	162	36x4‡	36x7‡	Bud GTU	4 x5¼	25.6	L	PC	Pie	Chi	Str	V	Eis	Bos	Ful	D	Ful GU7	U	4	M-E	She 103	W	½	8.66	41.5	A	She D-343	Tut	Lav	Bim	Fir	4850
O.K K	2250	149	36x3½	36x5	Bud ITU	4 x5½	25.6	L	PC	Non	Own	Zen	V	Eis	Non	Ful	D	Ful TU3	U	3	Har	Wis 800H	W	½	9.33	.....	...	Shu 510	Tut	Ros	Bim	Gdy	4310
Oshkosh AW	3080	130	36x6*	36x6*	Wis SU	4 x5	25.6	H	PC	Dup	Own	Str	V	A-L	A-L	B-L	D	B-L 35	U	4	Pet	Own A	B	F	8.00	33.0	A	Own A	Tut	Ros	Roy	Fir	4250
Oshkosh AAW	3180	165	36x6	36x6*	Wis SU	4 x5	25.6	H	PC	Dup	Own	Str	V	A-L	A-L	B-L	D	B-L 35	U	4	Pet	Own AA	B	F	8.00	33.0	A	Own AA	Tut	Ros	Roy	Fir	....
§Patriot X9L	....	146	36x4	36x7	Hin 400	4 x5¼	25.6	L	PC	Non	Own	Zen	V	Eis	Bij	Cov	B	Ful G7	A	4	The	Tim 6566	W	F	8.50	.....	A	Shu 510	Mar	Ros	Bim	.....	4400
Penn	2300	144	34x5	38x7	Bud WTU	3¾x5⅛	21.0	L	PC	Non	G&O	Zen	G	Bos	Bos	Ful	D	Ful-TU¾	U	3	Spi	She W1501	W	½	9.25	37.0	...	Tor AAS	Row	Ros	Smi	Gdy	3975
Pennford	775	138	30x3½	34x5	Ford	3¾x4	22.5	L	SP	Non	Ford	Hol	G	Ford	Ford	Ford	D	Jum	A	3	U-P	She W1002	W	½	7.75	.....	...	Ford	Row	Ford	Hoo	Gdy	2800
Pierce Arrow XA	3300	150	36x4‡	36x5	Own XA	4 x5½	25.6	T	FP	Own	Own	Str	P	Del	Del	Own	D	Own XA	A	4	Spi	Own XA	W	½	8.5	44.2	A	Own XA	S.P	Own	.....	Opt	6280
Rainier R28	3090	157	34x4‡	34x8‡	Con K4	4½x5¼	27.2	L	FP	Pie	Bus	Zen	V	Eis	Del‡	B-L	D	B-L 35	A	4	Spi	She W-103	W	½	7.75	41.5	A	She D-370	S.P	Ros	Jon	.....	4900
Rainier R28	3190	175	34x4‡	34x8‡	Con K4	4½x5¼	27.2	L	FP	Pie	Bus	Zen	V	Eis	Del‡	B-L	D	B-L 35	A	4	Spi	She W-103	W	½	7.75	41.5	A	She D-370	S.P	Ros	Jon	.....	5050
Republic 11X	....	144°	34x4‡	34x6‡	Con J4	3¾x5	22.5	L	FP	Pha	Own	Str	V	Bos	Bos‡	Ful	D	Ful	U	3	Spi	Eat	I	D	7.20	28.8	B	Eat	Mat	Jac	Van	Fir	4000
Ruggles 41	....	148	30x5*	34x7*	Her O	4 x5	25.6	L	PC	Non	Per	Zen	G	Bos	Rem‡	B-L	D	B-L 31	U	4	Spi	Wis 66F	R	F	7.00	37.4	A	Col 7000	Det	Jac	Nor	Fir	4250
Sandow JS	....	144	36x4	36x7	Her O	4 x5	25.6	L	PC	Non	Chi	Zen	...	Eis	Bos	Ful	D	Ful TU3	...	...	Spi	She W-103	I	D	8.66	.....	...	She 343	Own	Ros	.....	.....	4000
§Schacht G	3200	156	36x4‡	36x7‡	Wis UAU	4¼x6	28.9	L	PC	Dup	Own	Zen	G	Bos	Non	B&B	P	Own G	A	4	Spi	Own G	W	F	8.66	41.0	B	Own G	She	Own	StM	.....	6200
Schacht J	2600	158	36x4	36x7	Wis SU	4 x5	25.6	H	PC	Non	Own	Zen	V	Bos	Non	Ful	D	Ful GU7	U	4	Blo	Wis 60D	R	½	7.00	33.6	A	Shu 510	She	Ros	.....	Non	4900
Selden 33	....	146	34x4‡	34x6‡	Con K-4	4½x5¼	27.2	L	FP	Pha	Lon	Str	G	Eis	Bos	B-L	D	B-L 35	U	4	Spi	Tim 6410	W	½	Opt	Opt	A	Tim 1454	Per	Ros	Van	Fir	4400
Sterling DWJ-12	3095	142	36x4	36x7	Own FU	4 x5¾	25.6	L	PS	Wau	Own	Zen	V	Eis	....	B-L	D	B-L 35	U	4	Spi	Tim 6462	W	½	6.5	34.8	...	Tim 1460	Mat	Ros	Hoo	.....	5180
Stewart 18	1890	160	34x4‡	34x6‡	Lyc C	4 x5	25.6	L	PC	Non	Own	Zen	G	Rem	Rem	Ful	D	Ful LTU-4	U	3	Spi	Cla 1-D	B	¾	6.28	25.1	B	Col	Det	Gem	Cla	Fir	3400
Stoughton D	....	140	36x4	36x7	Own	4½x5¼	....	L	FP	Sim	Own	Zen	G	Eis	....	B-L	...	B-L35	U	4	The	She W103	W	½	8.66	46.3	...	She D343	Own	Ros	Opt	Fir	3175
Traffic 4000C	1695	132	34x3½‡	34x5‡	Con N-4	3¾x5	22.5	L	FP	Non	Own	Car	G	Bos	Bos†	Cov	D	Cov MUNC	U	3	The	Rus 34-I	I	D	7.00	25.6	A	Own	Det	Jac	Mot	.....	4300
Transport 36	....	140	36x3½‡	36x6‡	Bud KTU	4 x5½	25.6	L	PC	Dup	Mod	Zen	G	Eis	Rem‡	Ful	D	Ful GU7	U	4	Blo	Cla I-D	I	D	7.25	34.8	B	Col 7000	Det	Jac	Mot	.....	4300
Triangle C	2285	147	36x4‡	36x7‡	Wau BUX	3¾x5¼	22.5	L	PC	Wau	Per	Str	G	Eis	N–E‡	Ful	D	Ful LTU5	U	3	Blo	Cla 2D	I	D	9.10	36.0	B	Eat CC3B	Det	Gem	Roy	Fir	5200
United 32	....	148	34x4	34x7	Her OX	4 x5	25.6	L	PC	Non	Per	Str	G	Bos	....	B-L	D	B-L 31	U	3	Blo	Wis 40	R	½	6.00	24.5	A	Shu 510	Det	Lav	Van	.....	3740
§United 35	....	148	34x5*	34x7‡	Her OX	4 x5	25.6	L	PC	Non	Per	Str	G	Bos	Non	B-L	D	B-L 31	U	3	Blo	Wis 51	R	½	7.75	30.7	A	Shu 310	Det	Lav	Van	Fir	3810
§U.S. NW24	....	144	36x4‡	36x6‡	Bud WTU	3¾x5⅛	22.5	L	PC	Non	Lon	Str	V	Bos	Opt	Ful	D	Ful LTU5	U	3	Blo	She W-103	W	½	8.75	35.0	...	Shu 350	She	Lav	Sch	.....	4550
Victor 50	2100	142	34x4‡	34x7‡	Her O	4 x5	25.6	L	FP	Pie	Per	Zen	G	Eis	....	Ful	D	Ful GU10	U	4	Blo	Wis 35	R	½	7.0	33.6	A	Shu 5410	Det	Lav	Smi	.....	4500
Wachusett K	3200	154	.....	.....	Con K4	4½x5¼	27.2	L	FP	Non	G&O	Zen	V	Bos	Bos	B-L	D	Own 20	A	4	Spi	Own 20	B	½	9.25	39.87	A	Own 20	.....	Own	.....	.....	4680
White 20	2950	168	36x4‡	36x7‡	Own GK	3¾x5⅛	22.5	L	SP	Non	Own	Zen	G	.....	.....	.....	...	.....	U	4	Spi	Tim 6460	W	½	7.10	.....	...	Tim 1520	Del	Ros	Arc	Fir	4600
Witt-Will P	2650	168	36x3½	36x7	Con C-4	4½x5¼	27.2	H	FP	Pie	Own	Zen	G	Eis	Non	B-L	D	B-L 35	U	4	Spi	Tim 6460	W	½	7.10	.....	...	Tim 1520	.....	Ros	.....	Fir	4600
2¼ Ton																																	
Selden Roadmaster	.....	154	32x6*	34x7*	Con 6B–6	3¾x5	33.7	L	FP	Non	Own	Str	V	Bos	Bos	B-L	D	B-L 35	U	4	.....	Cla 720	B	½	Opt	Opt	A	Tim 1452	.....	Ros	Van	Fir	4740
2½ Ton																																	
§Ace 56	3350	156°	36x4	36x8*	Bud EBU	4¼x5½	28.9	H	PC	Pie	Own	Zen	V	Eis	Wes	B-L	D	B-L 50	A	4	U-M	Tim 6566	W	F	8.50	45.5	...	Tim 1544B	Mat	Ros	Day	Fir	5650
Acorn 50	3250	156	36x4‡	36x8‡	Bud ETU	4¼x5½	28.9	L	PC	McK	Chi	Zen	G	RBo	Non	B-L	D	B-L 50	U	4	Spi	Tim 6460	W	½	7.10	.....	...	Tim 1520	Del	Ros	Arc	Fir	4600
Amer-La France W	2950	Opt	36x4	36x8	Con K4	4½x5¼	27.2	L	FP	Non	Own	Zen	G	Bos	Bos	Ful	D	Ful GU7	U	4	Blo	Cla 2D	I	D	8.00	38.4	...	Shu 350	G-C	Lav	Bim	Fir	4100

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For full name and address of manufacturer and information regarding complete line see page 51

Trade Name and Model	General				Engine								Electrical System		Clutch		Gearset				Rear Axle			Gear Ratios		Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
	Chassis Price	Standard Wheelbase (inches)	Tire Size §§ Front (inches)	Tire Size §§ Rear (inches)	Make and Model	Bore and Stroke (inches)	N.A.C.C. Rated H.P.	Valve Arrangement	Oiling System	Governor (Make)	Radiator (Make)	Fuel System: Carburetor (Make)	Fuel System: Fuel Feed	Ignition System (Make)	Generator and Starter (Make)	Make	Type	Make and Model	Location	No. of Forward Speeds	Universals (Make)	Make and Model	Final Drive	Type	Total Reduction in High	Total Reduction in Low						
2½Ton—Con'd																															
Victor 60	2400	156	36x4‡	36x8‡	Her O	4 x5	25.6	L	FP	Pie	Per	Zen	G	Eis	.....	Ful	D	Ful GU10	U	4	Blo	Wis 88E	R	½	8.66	41.6	A	Shu 5550	Det	Lav	Smi	.....	5400
Wachusett L	3800	170	36x5	36x10	Con L-4	4½x5½	32.4	L	FP	Non	G&O	Zen	V	Bos	Bos	B-L	D	B-L 55	U	4	Har	Tim 6560	W	F	7.75	41.5	.	Tim 1542	Sav	Ros	Smi	Fir	5200
Ward LaFrance 2B	....	170	36x4	36x8	Own CU	4¾x5¾	30 6	L	PC	Own	Own	Str	G	Bos	A-L	B-L	D	B-L 51	A	4	Spi	Tim	W	F	7.25	38 8	A	Own	Row	Ros	Hoo	.....	5900
White 51	3750	170	36x5	36x8	Own GR	4¼x5¾	28.9	L	PC	Non	Own	Zen	V	.....	.....	Own	P	Own	A	4	Spi	Own	R	½	7.53	37.75	.	Own	.....	Own	.....	.....	5700
Wilcox CC	3000	135	36x4	36x3½†	Own CC	4¼x5	28.9	L	PC	Dup	G&O	Str	G	Bos	Wes‡	Own	D	Own Q	A	4	Own	Wal 25A	R	½	8.60	42.3	B	Shu 550	She	Own	Cla	.....	5000
Winther 44	3100	161	34x5	34x7	Wis SU	4 x5	25.6	H	FP	Non	Own	Str	V	Bos	Bos	Ful	D	Ful G7	U	4	Pet	Own	I	...	7.00	33.6	B	Tim	Mat	Lav	Own	.....	4375
Witt-Will S	2950	146	36x4‡	36x8	Con K-4	4½x5¼	27.2	L	FP	Pie	Own	Zen	V	Eis	Non	B-L	D	B-L 51	U	4	Spi	Tim 6560	W	F	8 25	40.0	A	Tim 1544	She	Ros	Arc	Fir	5000
3 Ton																															
Acme K	....	200	36x6	36x6†	Con 6B	3¾x5	33.7	L	PC	Dup	G&O	Zen	V	Eis	Del	B&B	P	Cot R	U	4	Blo	Tim 65118	W	F	6.80	35.3	A	Tim 1540B	Det	Ros	Bud	.....	6900
§Acme 60L	....	156	36x4‡	36x7‡	Con L-4	4½x5½	32.4	L	FP	Dup	G&O	Zen	V	Eis	Del‡	B&B	P	Cot R	U	4	Blo	Tim 6560	W	F	8.50	42.0	A	Tim 1540B	Det	Ros	Int	.....	5050
Autocar H	....	114	34x6	36x10	Own H	4 x5½	25.6	L	SP	Pha	Own	Str	G	Bos	L-N‡	Own	P	Own Y	A	4	Spi	Own H	R	F	7.72	46.3	A	Own H	Del	Ros	Hoo	....	5500
Autocar K	....	138	34x6	36x10	Own H	4 x5½	25.6	L	SP	Pha	Own	Str	G	Bos	L-N‡	Own	P	Own Y	A	4	Spi	Own H	R	F	7.72	46.3	A	Own H	Del	Ros	Hoo	....	5600
Autocar HPDS	....	114	34x6‡	36x12‡	Own H	4 x5½	25.6	L	SP	Pha	Own	Str	G	Bos	L-N‡	Own	P	Own Y	A	4	Spi	Own Y	R	F	8.72	63.5	A	Own H	Del	Ros	Hoo	....	6000
Brockway K13	....	153	36x4	36x8	Con K4	4¼x5¼	27.2	L	FP	Pha	Bus	Zen	V	Eis	L-N	B-L	D	B-L 35	A	4	Spi	Tim 6566	W	F	7.75	.....	A	Tim 1542	She	Ros	Day	Non	5260
Brockway K16	....	154⅜	36x4	36x8	Con K4	4¼x5¼	27.2	L	FP	Pha	Bus	Zen	V	Eis	L-N	B-L	D	B-L 55	A	4	Spi	Tim 6566	W	F	7.75	.....	A	Tim 1542	She	Ros	Day	Non	5260
Brockway KR	....	156	36x4	36x8	Con L4	4¼x5¼	27.2	L	FP	Pha	Bus	Zen	V	Eis	L-N	B-L	D	B-L 55	A	4	Spi	Tim 6566	W	F	7.75	.....	A	Tim 1542	She	Ros	Day	Non	5760
§Clinton 65	3550	184	34x5‡	34x5†	Bud ETU	4¼x5½	28.9	L	PC	K.P.	Own	Zen	G	Bos	Bos	B-L	D	B-L 55	A	4	M-E	Tim 6566	W	F	8 50	45.5	A	Tim 1542B	Per	Ros	StM	....	5925
Clydesdale 6	....	163	36x5	36x5†	Con L4	4½x5½	32.4	L	FP	Own	Own	Zen	V	Bos	Bos	B-L	D	B-L 51	A	4	Spi	Tim 6566	W	F	9.25	49.4	A	Tim 1544B	Per	Ros	Smi	Non	5850
Clydesdale 6X	....	163	36x4	36x8	Con K4	4¼x5½	27.2	L	FP	Own	Own	Zen	V	Bos	Bos	B-L	D	B-L 51	A	4	Spi	Tim 6566	W	F	9.25	49.4	A	Tim 1544B	Per	Ros	Smi	Non	5700
§Columbia K	3450	150	36x5	36x12	Hin 500	4¼x5½	28.9	L	PC	Hin	Lon	Str	V	Spl	Bos	Det	D	D-G	A	4	Spi	Vul	W	F	9.50	....		Shu	Det	Own	Van	.....	5130
Concord JL	3600	170	36x6*	36x8	Bud EBU	4¼x5½	28.9	L	PC	Pie	Own	Zen	V	Eis	Eis	B-L	D	B-L 50	U	4	Spi	Tim 6560	W	F	9.25	49.4	A	Tim 1544	....	Ros	Arc	Fir	5500
Corbitt R	....	158	36x4‡	36x8‡	Con L-4	4½x5½	32.4	L	FP	Sim	McC	Str	V	Eis	Bos‡	B-L	D	B-Li 51	U	4	Spi	She W-21	W	½	10.30	55 1	A	She 3FA10	She	Ros	Smi	.....	6160
Day-Elder J	....	156	36x4‡	36x8‡	Bud EBU	4¼x5½	28.9	L	PC	Mon	Bus	Zen	V	Eis	Bos‡	B-L	D	B-L 51	U	4	Har	Tim 6566	W	F	9.25	49.5	A	Tim 1544	She	Gem	Van	Fir	6100
Denby 35	....	155	36x4	36x8	Con K-4	4½x5¼	27.2	L	PC	.....	Lon	Zen	G	Eis	.....	Ful	D	Ful	U	4	U-P	Cla	I	D	8.15	45.3	.	Con	Det	Ros	Smi	.....	5000
Double Drive TT	4000	144	36x6‡	36x6‡	Bud ETU	4¼x5½	28.9	L	PC	Pie	Lon	Zen	V	Spl	Opt	Det	D	Own D. T. P.	A	4	Own	Own D. T. T.	W	½	8.50	39.5	B	Own FTT	Tut	Ros	Std	.....	6250
Duplex AC	....	160	34x5‡	36x8	Bud EBUI	4¼x5½	28.9	L	PC	Opt	Mod	Str	V	Eis	Non	B-L	D	B-L 50	A	4	Pet	Vul 4	W	F	7.75	45.4	A	Vul 4	Pen	Ros	Mot	Fir	5500
Fageol 340	4000	150	36x5	36x10	Wau CU	4⅜x5¾	30.6	L	PC	Wau	Own	Zen	V	Spl	Spl	B-L	D	Own B	A	7	Spi	Tim 6566	W	F	5.60	59.5	A	Tim 1544B	Mat	Ros	.....	.....	7000
Fageol 360	5250	150	36x6*	36x6†	HaS	4¼x5½	28.9	H	PC	H-S	Lon	Zen	V	Del	Del	B-L	D	Own B	A	7	Spi	Tim 6566	W	F	5.60	59.5	A	Tim 1544B	Mat	Ros	Bud	.....	6500
Forschler E	....	144	36x4	36x8	Con C-4	4½x5½	27.2	L	PC	Dup	Own	Zen	V	Bos	Non	Ful	D	.....	....	4	Har	.....	W	½	.....	.....		.....	Own	Ros	Smi	.....	5200
F.W.D. B	4200	124	36x6‡	36x6‡	Wis A	4¾x5¼	36.1	T	PC	Pie	McC	Str	G	Eis	N–E‡	H-S	D	Cot DAF	A	3	Own	Own B	B	F	8 90	35.6	B	Own B	Tut	Ros	Sch	.....	6300
Gary Y30	3550	150	36x6*	40x8*	Bud YBU-I	4½x6	32.4	L	PC	McC	Chi	Str	V	Eis	.....	B-L	D	B-L	A	4	Spi	Tim	W	F	8.50	41.0	A	Tim	Mer	Ros	StM	.....	5680
Gotfredson 60	....	152½	36x4‡	36x10‡	Bud EBUI	4¼x5½	28.9	L	PC	Sim	McC	Zen	V	RBo	Non	B-L	D	B-L 51	A	4	Spi	Tim 6562	W	F	9.25	49.4	B	Tim 1526	Det	Gem	Day	Non	6200
Gramm-Bernstein 30	....	150	36x4‡	36x4†	Hin HA 500	4¼x5½	28.9	L	PC	Hin	Own	Str	G	Eis	N-E	Own	D	Own	A	4	Own	She W-21	W	½	8.75	46 8	B	She 370	Per	Ros	Smi	Fir	6640
Guilder H	3500	152	36x5	36x10	Bud ETU	4¼x5½	28.9	L	PC	Pie	G&O	Zen	G	Eis	Bos	B-L	D	B-L 51	A	4	M-E	Wis	W	F	7.75	42.0	.	Shu 5550	Mer	Ros	Van	Non	5600
Hahn L	3750	149°	36x4	36x10	Con L4	4½x5½	32.4	L	FP	Pha	Chi	Str	G	Bos	Del	B-L	D	.....	U	4	Spi	Tim 6566	W	...	8.5	....	A	Tim 1542	Mer	Ros	Opt	Opt	5900
International 63	....	140	36x5‡	36x8‡	Own 63	4¼x5	28.9	L	SP	Own	Own	Own	G	RBo	Rem‡	Own	D	Own 63	U	4	Own	Own 63	I	D	9 00	53.1	B	Own 63	....	Own	Own	.....	5660
Kenworth K-S	3750	160	36x4‡	36x8‡	Bud EBU	4¼x5½	28.9	L	PC	Non	Own	Str	V	Bos	Bos†	B&B	P	Cot RU	U	4	Spi	She W-21	W	½	8 66	46.8	A	She D-370	Lah	Ros	Smi	.....	6300
Krebs 64	....	163°	36x5‡	36x10‡	Con L-4	4½x5½	32.4	L	PC	Pic	Own	Zen	V	Bos	Bos	B-L	D	B-L 55	A	7	Spi	Tim 6566	W	F	9.25	87.8	A	Tim 1544	Mat	Ros	Smi	Fir	6100
§Macear H1	....	175	36x4‡	36x5†	Wis UAU	4¼x6	28.9	L	PC	Pie	Own	Zen	V	Eis	Bos‡	B-L	D	B-L 51	U	4	Spi	Tim 6566	W	F	8.50	45.4	A	Tim 1544B	Row	Ros	Day	.....	6300
Macear H-3	....	175	36x4‡	36x5†	Wis VAU.	4½x6	32.4	L	PC	Pie	Own	Zen	V	Eis	Bos‡	B-L	D	B-L 51	U	4	Spi	Tim 6566	W	F	8.50	45.4	A	Tim 1544B	Row	Ros	Day	.....	6300
Moreland AC-Bus	4700	187	36x6*	36x6†	Con L-4	4½x5½	32.4	L	FP	Non	Own	.....	V	Spl	Opt	B-L	D	B-L 51	A	4	Pet	Tim 6516	W	F	6.00	29 0	A	Tim 1550	U.S	Ros	Bud	.....	5660
National T	....	152	36x5‡	36x10‡	Wau CU	4⅜x5¾	30.6	L	PC	Wau	Bus	Zen	G	Bos	Non	H-S	O	B-L 51	A	4	Spi	Tim 6566	W	F	8.50	45.5	A	Tim 1544B	Mat	Ros	Van	.....	6200
Netco DHX	3700	170	36x5‡	36x10‡	Con L-4	4½x5½	32.5	L	FP	Pha	Bus	Zen	V	Bos	Wes‡	B-L	D	B-L 55 Max	A	7	M-E	Tim 6560	W	F	8.50	90.7	A	Tim 1542B	Mat	Gem	Smi	Opt	5825
Noble D-52	3500	162	34x4	36x10	Bud ETU	4¼x5½	28.9	L	PC	McC	Chi	Zen	V	Eis	Wes	Ful	D	Ful	A	8	Blo	She W21	W	½	8.75	96.2	A	She 370	Tut	Lav	Bim	Non	5800
Northway C3	3500	161°	36x5	36x10	Own C	4 x6	25.6	H	.....	.....	G&O	She	V	Bos	Bos	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Ros	.....	.....	.....	6060
Patriot X8W	....	156	36x5‡	36x8‡	Hin 200	4¼x5½	32.4	L	PC	Non	Own	Str	V	Eis	Non	Cov	D	Cov RAK4	A	4	The	.....	W	F	10.0	....	A	Shu 5550	Mar	Ros	Bim	.....	5400
Pierce-Arrow XB	3500	150	36x5‡	36x5	Own XB	4 x5½	25.6	T	FP	Own	Own	Str	V	Bos	Del	Own	D	Own XB	A	4	Spi	Own XB	W	½	9.25	48.1	A	Own XB	S.P	Own	Bet	Opt	6280
§Rehberger B-1	....	192	36x6*	36x6†	Bud YBU	4½x6	32.4	L	PC	.....	Bus	Str	G	RBo	Bos	B-L	D	B-L 55	U	4	Spi	Tim 6566	W	F	6.00	28.8	.	Shu 5550B	.....	Gem	Bud	.....	6510
§Rehberger B-2	....	192	36x6*	36x6†	Bud BUS	4 x5½	38.4	L	PC	.....	Bus	Str	V	RBo	Bos	B-L	D	B-L 55	U	4	Spi	Tim 6566	W	F	6.00	28.8	.	Shu 5550B	.....	Gem	Bud	.....	6470
Rehberger B	....	162	36x5	36x10	Bud YBU	4½x6	32.4	L	PC	K-P	Bus	Str	G	RBo	Bos‡	B-L	D	B-L 51	U	4	Spi	Tim 6566	W	F	8.5	40.8	A	Tim 1544B	Del	Gem	Van	.....	6460
Republic 19	....	165°	36x5	36x10	Con K4	4½x5¼	27.2	L	FP	Pha	Own	Str	G	Bos	Bos‡	Ful	D	Ful	U	4	Spi	Eat	I	D	8.40	40.3	B	Eat	Mat	Jac	Van	Fir	5200
Republic 19W	....	165°	36x5	36x10	Wau FU	4 x5¾	25.6	L	PC	Wau	Own	Str	G	Bos	Bos‡	Ful	D	Ful	U	4	Spi	Eat	I	D	8.40	40 3	B	Eat	Mat	Jac	Van	Fir	5200
Rowe GSW	4150	143°	34x5	36x10	Wis UAU	4¼x6	28.9	L	PC	Han	Bus	Zen	V	Bos	Opt‡	B-L	D	B-L 51	U	4	Spi	She W-21	W	½	8.75	31.0	A	She D-370	She	Ros	Hoo	Non	5810
Ruggles 4OHRB	....	115	36x5‡	36x10	Her O	4 x5	25.6	L	FC	Non	Per	Zen	G	Bos	Rem‡	B-L	D	B-L 35	A	4	Spi	Wis 88EF	R	F	7.75	42.0	A	Col 8500	Det	Jac	Nor	Fir	4700
§Schacht	3800	156	36x5	36x5†	Wis UAU	4¼x6	28.9	L	PC	Dup	Own	Zen	G	Bos	Non	B&B	P	Own	A	4	Spi	Own	W	F	9.66	46.0	B	Own	She	Own	StM	Opt	6220
§Selden Unit 53	....	154	36x4	36x7	Con L-4	4½x5½	32.4	L	FP	Pha	Lon	Str	G	Eis	N–E‡	B-L	D	B-L 51	A	4	Spi	Tim 6566	W	F	8.50	45.4	A	Tim 1544B	Det	Gem	Std	Opt	6220
Sterling DW15, 16	....	130°	36x5	36x10	Own CU	4⅜x5¾	30.6	L	PC	Wau	Own	Zen	V	Eis	.....	B-L	D	B-L 50	A	4	Spi	Tim 6560	W	F	7.2	38.5	A	Tim 1544B	Mat	Ros	Hoo	.....	6000
Stoughton F	....	156	36x5	36x5†	Own	4½x5¼	.....	L	FP	Sim	Own	Zen	G	Eis	.....	B-L	...	B-L50	U	4	The	She W21	W	½	8.75	46.8	.	She D370	Own	Ros	Bim	Gdy	5900
Super Truck 60–D	....	126	36x6*	42x9*	Wis UAU	4¼x6	28.9	L	PC	Pha	Chi	Zen	G	Spl	Non	Ful	D	Ful GU-8	U	4	Spi	She D-310	R	½	8.63	.....	A	Wis 120-E	Mat	Ros	Cla	Gdy	.....
Traffic 6000	2145	135	36x4‡	36x7‡	Con N-4	3¾x5	22.5	L	PS	....	Own	Car	G	Bos	Bos‡	Cov	D	Cov MUN	U	3	D	Rus 60001	I	D	8.80	32.2	A	Own	Det	Own	Opt	Fir	3900
Traylor D	3400	150	36x4‡	36x8†	Bud ETU	4¼x5½	28.9	L	PC	Pie	G&O	Zen	G	Spl	Wes†	M-E	D	Own D-4-U	U	4	M-E	She W-21	W	½	7.75	37.0	A	She D-343	Mer	Ros	Sch	.....	5850
United 60	....	156	36x5	36x10	Her OX	4 x5	25.6	L	PC	Non	Per	Str	G	Bos	Non	B-L	D	B-L 35	A	4	Blo	Wis 88E	R	½	8.66	46.3	A	Shu 510	Det	Lav	Van	.....	4630
U.S. R	....	156	36x4‡	36x4‡	Hin 400	4 x5¼	25.6	L	PC	Hin	Lon	Str	V	Spl	Bos‡	B-L	D	BL- 51	A	4	Blo	She W-21	W	½	8.70	46.5	A	Shu 510	She	Lav	Sch	.....	5500
Winther 54	3500	152	36x5	36x8	Wis UAU	4¼x6	28.9	L	FP	Pie	Own	Str	V	Bos	Bos	B&B	D	B-L51	A	4	Pet	Cla	I	...	9.00	48.0	A	Tim	Mat	Ros	Own	.....	5700
Winther 454	3800	152	36x5	36x5†	Wis UAU	4¼x6	28.9	L	FP	Pie	Own	Str	V	Bos	Bos	B&B	D	B-L51	U	4	Pet	Cla	I	...	9.00	48.0	B	Own	Mat	Ros	Own	.....	6400
Witt-Will SS	3225	Opt	36x4‡	36x10	Con K-4	4½x5¼	27.2	L	FP	Pie	Own	Zen	V	Eis	Non	B-L	D	B-L 51	U	4	Spi	Tim 6560	W	F	9.25	40.0	A	Tim 1544	She	Ros	Arc	Fir	5500
3½ Ton																															
American LaFranceY	4950	Opt	36x5	36x10	Own 3R	4¼x6	28.9	L	PS	Own	Bus	Zen	V	Spl	Bos‡	Own	D	Own 3R	A	4	Own	Own 3R	W	F	8.75	47.7	B	Own 3R	Mer	.....	Day	Non	8600
§Armleder KWB	....	156°	36x5	36x5†	Bud YTU	4½x6	32.4	L	PS	Pha	Own	Zen	G	Bos	Wes‡	B-L	D	B-L	U	4	Spi	Tim	W	F	10.3	55.3	B	Tim	Mat	Ros	StM	Non	6900
Atterbury 22D	4550	174°	36x5	40x6‡	Con L-4	4½x5½	32.4	L	FP	Pie	Own	Zen	V	Bos	Bos	B-L	D	B-L 55	A	4	Spi	Tim 6666	W	F	10.3	55.2	A	Tim 1632B	S.P	Gem	Arc	Non	7500
Available JH3½	....	176	36x5	40x5†	Her MU-3	4½x5½	32.4	L	FP	Pie	Chi	Str	V	Bos	Bos‡	B-L	D	B-L 50	A	4	M-E	Tim 6666	W	F	10.3	49.9	A	Tim	Tut	Ros	Sch	Non	6500

3½ Ton

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For full name and address of manufacturer and information regarding complete line see page 51

Trade Name and Model	General: Chassis Price	General: Standard Wheelbase (inches)	General: Tire Size §§ Front (inches)	General: Tire Size §§ Rear (inches)	Engine: Make and Model	Engine: Bore and Stroke (inches)	Engine: N.A.C.C. Rated H.P.	Engine: Valve Arrangement	Engine: Oiling System	Engine: Governor (Make)	Engine: Radiator (Make)	Engine: Fuel System: Carburetor (Make)	Engine: Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Make	Clutch: Type	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
4 Ton—con'd																																	
Rowe HW	4500	157‡°	36x5	36x12	Wis VAU	4½x6	32.4	L	PC	Han	Bus	Zen	G	Bos	Opt†	B-L	D	B-L 55	U	4	Spi	She W-32	W	½	10.2	35.0	A	She 4FA20	She	Ros	Hoo	Non	7350
Schacht	4400	168	36x5	40x6†	Wis VAU	4½x6	32.4	L	PC	Dup	Own	Zen	G	Bos	Non	B&B	P	Own	A	8	Spi	Own	W	F	11.6	55.4	B	Own	She	Own	StM	Non	7800
Selden 73	....	168	36x5‡	36x12‡	Con B-5	4¾x6	36.1	L	FP	Pha	Lon	Str	G	Eis	Bos	B-L	D	B-L 55	A	4	Spi	Tim 6666	W	F	8.75	46.8	A	Tim 1630B	S.P	Gem	Std	.....	7720
Union H	3950	174	36x6	36x10	Wis VAU	4½x6	32.4	L	PC	Dup	G&O	She	G	Eis	L-N	Ful	D	Ful H	U	4	U-P	Tor E-1	I	G	10.2	49.2	B	Shu 650	Mat	Jac	Smi	Gdy	7700
Union HW	4500	174	36x6	40x12	Wis VAU	4½x6	32.4	L	PC	Dup	G&O	Zen	G	Eis	L-N	Ful	D	Ful HUI	A	4	U-P	Wal 5A	R	F	10.5	63.0	A	Shu 650	Mat	Jac	Smi	Gdy	7750
U. S. S	....	168	36x5	36x5†	Hin 200	4½x5½	32.4	L	PC	Hin	Lon	Str	V	Spl	Bos†	B-L	D	B-L 55	A	4	Blo	She W-32	W	½	10.2	54.8	A	She 4FA20	She	Lav	Sch	Non	7100
Witt-Will A	4500	172	36x6	40x6†	Con B5	4¾x6	36.1	L	FC	Pie	Own	Zen	G	Eis	Wes	B-L	D	B-L 60	A	4	Spi	Tim 6760	W	F	10.2	53.3	A	Tim 1732B	She	Ros	Smi	Non	9500
5 Ton																																	
Amer. LaFrance V	5500	Opt	36x6	40x6	Own 5R	4¾x6	36.1	L	PS	Own	Bus	Zen	V	Spl	Bos‡	Own	D	Own 5R	A	4	Own	Own 5R	W	F	10.0	54.5	B	Own 5R	Mer	.....	Day	Non	9600
Atterbury 24E	5500	174°	36x6	40x7†	Con B-7	5 x6	40.1	L	FP	Pie	Own	Zen	V	Bos	Bos	B-L	D	B-L 60 Max	A	7	Spi	Tim 6760	W	F	11.6	110.7	A	Tim 1732B	S.P	Gem	Std	Non	9500
Autocar L	....	156	34x6	36x14	Own Y	4¼x5½	28.9	L	SP	Pha	Own	Str	G	Bos	L-N‡	Own	P	Own B	A	4	Spi	Own Y	R	F	9.89	72.1	A	Own Y	Del	Ros	Hoo	Non	7400
Autocar M	....	120	34x6	36x14	Own Y	4¼x5½	28.9	L	SP	Pha	Own	Str	G	Bos	L-N‡	Own	P	Own B	A	4	Spi	Own Y	R	F	9.89	72.1	A	Own Y	Del	Ros	Hoo	Non	7200
Available H5	....	190	36x6	40x12	Her T-3	5 x6	40.0	L	FP	Pie	Chi	Str	V	Bos	Bos†	B-L	D	B-L 60	A	4	M-E	Tim 6760	W	F	11.3	60.6	A	Tim 1730	Tut	Ros	Smi	Non	9500
Biederman	....	180°	36x7	36x7	Con 6B	3¾x5	33.7	L	PC	Han	Own	Zen	G	Del	Del	B-L	D	B-L 60	U	7	Spi	Tim	W	F	11.5	60.6	A	Shu	Mat	Ros	Day	Non	9200
Brockway T	....	174	36x6	40x14	Con B-7	5 x6	52.5	L	FP	Pha	Bus	Zen	V	Eis	L-N	B-L	D	B-L 60	A	4	Spi	Tim 6760	W	F	10.33	.....	A	Tim 1732	She	Ros	Day	Non	9800
Brockway T15	....	176¾	36x6	40x14	Con B-7	5 x6	52.5	L	FP	Pha	Bus	Zen	V	Eis	L-N	B-L	D	B-L 60	A	7	Spi	Tim 6760	W	F	10.33	.....	A	Tim 1732	She	Ros	Day	Non	9800
Clinton 120L	5140	204	36x6‡	36x7†	Bud BTU	5 x6½	40.0	L	PC	K.P.	Own	Zen	G	Bos	Bos	B-L	D	B-L 60	A	4	M-E	Tim 6760	W	F	8.80	47.1	A	Tim 1732B	Per	Ros	StM	.....	9400
Clinton 120LM	5250	204	36x6	36x7†	Bud BTU	5 x6½	40.0	L	PC	K.P.	Own	Zen	G	Bos	Bos	B-L	D	B-L 60 Max	A	7	M-E	Tim 6760	W	F	8.80	83.6	A	Tim 1732B	Per	Ros	StM	.....	9400
Clydesdale 2	....	176	36x7	40x7†	Con B-5	4¾x6	36.1	L	FP	Own	Own	Zen	V	Bos	Bos‡	B-L	D	B-L 60 Max	A	7	Spi	Tim 6760	W	F	11.6	110.8	A	Tim 1732B	Per	Ros	Smi	Non	9000
Corbitt AA	....	178	36x6	40x6†	Con B7	5 x6	40.0	L	FP	Sim	McC	Str	V	Eis	Bos‡	B-L	D	B-L 60 Max	A	7	Spi	She W-51	W	½	13.0	96.0	A	She 4FA20	She	Ros	Smi	Non	9410
Day-Elder L	....	170	36x6	36x7†	Bud BTU	5 x6½	40.0	L	PC	Mon	Bus	Zen	V	Eis	Bos‡	B-L	D	B-L 60	A	4	Spi	Tim 6760	W	F	10.2	54.8	A	Tim 1732B	She	Gem	Van	Fir	9200
Denby 210	....	170	36x6	40x6	Con B5	4¾x6	36.1	L	PC	.....	Lon	Zen	G	Eis	.....	Ful	D	Ful	A	4	U-P	Cla	I	D	12.5	62.7	...	Tim	Det	Ros	Smi	....	8590
Diamond T S	....	180	36x6	40x6†	Hin Class B	4¾x6	36.1	L	PC	Hin	G&O	Str	V	Bos	Opt‡	B-L	D	B-L 60	A	4	Spi	Tim 6760	W	F	11.66	62.38	A	Tim 1732B	Mat	Gem	.....	Non	8750
Dixon	4490	160	36x5	36x12	Con L-4	4½x5½	32.4	L	FP	Pie	G&O	Zen	G	Bos	Non	Ful	D	Ful HUI	A	8	Spi	Tim 6666	W	F	Opt	Opt	A	Tim 1632B	S.P	Ros	Smi	Non	8100
Federal X-2	....	163	36x6	40x6†	Con B-5	4¾x6	36.1	L	FP	Pha	Own	Zen	V	Eis	Rem†	B&B	P	W-G	A	4	Spi	Tim 6760	W	F	10.2	60.0	A	Tim 1630B	Mat	Gem	.....	Non	8700
Garford 68D	....	162	36x6‡	40x12	.....	5 x6½	40.0	L	PC	.....	Own	.....	G	.....	.....	Own	D	Own 68D	A	4	.....	.....	W	F	8.80	.....	A	.....	.....	.....	.....	Non	9350
§Gary B50	4850	182	36x6	40x14	Bud BTU	5 x6½	40.0	L	PC	McC	Chi	Str	V	Eis	Non	B-L	D	B-L	A	4	Spi	Tim 6760	W	F	11.6	56.4	A	Tim 1730	Mar	Ros	Day	Non	9250
G.M.C. K-101A	....	163	36x5	40x12	Own K101	4½x6	32.4	L	FP	Own	McC	Mar	G	Sim	Rem	Own	D	Own 101A	A	7	Own	Tim 6760	W	F	10.0	86.0	A	Tim 1632B	.....	Own	Day	Non	8755
G.M.C. K-101B	....	187	36x5	40x12	Own K101	4½x6	32.4	L	FP	Own	McC	Mer	G	Sim	Rem	Own	D	Own 101B	A	7	Own	Tim 6760	W	F	10.0	86.0	A	Tim 1632B	.....	Own	Day	Non	9120
Gotfredson 100	....	169	36x6	40x14	Bud BTU	5 x6½	40.0	L	PC	Sim	McC	Zen	V	RBo	Non	B-L	D	B-L 60	A	7	Spi	Tim 6760	W	F	10.2	54.8	B	Tim 1732B	Det	Gem	Day	Non	12000
Gramm-Berns'n 50-60	....	168	36x6	40x6†	Con 50	4¾x6	36.1	L	PC	Con	Own	Str	G	Eis	N-E	Own	D	Own 50	A	4	Own	She W-51	W	½	10.5	62.0	B	She HFA20	Per	Ros	Smi	Non	9700
Guilder K5-6	5250	170	36x6	40x14	Bud BTU	5 x6½	40.0	L	PC	Pie	G&O	Zen	G	Eis	Non	B-L	D	B-L 60	A	4	M-E	Wis	R	½	9.00	.....	B	Shu 650	Mer	Ros	Van	.....	8800
Hahn M	4250	152°	36x5	36x12	Con L4	4½x5½	32.4	L	FP	Pha	Chi	Str	G	Bos	Del	B-L	D	.....	A	4	Spi	Tim 6666	W	...	10.33	.....	A	Tim 1630	Mer	Ros	Opt	Opt	9200
Hahn M2	4750	174°	36x5	40x12	Con B5	4¾x6	36.1	L	FP	Pha	Chi	Str	G	Bos	Del	B-L	D	.....	A	7	Spi	Tim 6666	W	...	8.75	.....	A	Tim 1730	Mer	Ros	Opt	Opt	8300
Indiana 51	....	182	36x6	40x12	Wau EU	5 x6¼	40.0	L	PC	Wau	McC	Str	V	Eis	Rem†	B&B	P	B-L 60	A	4	Spi	She W-52	W	½	10.2	54.8	A	She 4-FA-20	Bea	Who	Smi	.....	9160
Indiana 52	....	182	36x6	40x12	Wau EU	5 x6¼	40.0	L	PC	Wau	McC	Str	V	Eis	Rem†	B&B	P	B-L60	A	7	Spi	She W52	W	½	10.2	96.9	A	She 4FA20	Bea	Who	Smi	.....	9310
International 103	....	160	36x5	40x14	Own	4¼x5	28.9	H	SP	Own	Own	Own	G	RBo	Rem‡	Own	D	Own 103	A	4	Own	Own 103	I	D	11.0	69.9	B	Own 103	She	Own	Own	Non	7580
Kearns TF	....	160	36x6	36x12	Wis VAU	4½x6	32.4	...	SP	.....	Own	Zen	...	.....	.....	Ful	D	Ful	A	4	.....	She	W	½	.....	.....	A	She	.....	Ros	.....	.....	8400
Kenworth RS	5500	178	36x6	40x14	Bud BTU	5 x6½	40.0	L	PC	Pie	Own	Str	V	Bos	Bos	B-L	P	B-L 60	A	4	Spi	She W-51	W	½	8.75	89.0	A	She 4FA-20	Lah	Ros	Smi	.....	9700
King Zeitler	4525	168°	36x7	40x14	Con B5	4¾x6	36.1	L	FP	Pha	Chi	Str	G	Eis	Bos‡	B-L	D	B-L 60	A	4	Pic	Tim 6760	W	F	11.6	62.3	A	Tim 1732 B	Mar	Lav	Bim	Fir	8600
Kissel Goliath	4385	168	36x6	40x14	Bud BTU	5 x6½	40.0	L	PC	Pie	McC	Str	V	Eis	.....	B-L	P	W-G	A	...	Spi	She W32	W	½	11.75	58.6	...	She 3FA20	Mat	Ros	Smi	.....	8500
Kleiber	5300	185	36x6‡	40x14‡	Con B-5	4¾x6	36.1	L	FP	Non	R-T	Str	V	RBo	Non	B-L	D	B-L 60	A	4	Spi	Tim 6760	W	F	10.3	54.8	A	Tim 1730	Bet	Ros	Smi	.....	10400
Krebs 84	....	183°	36x6‡	40x12‡	Con B5	4¾x6	36.1	L	PC	Pie	Own	Zen	V	Bos	Bos	B-L	D	B-L 60	A	7	Spi	Tim 6666	W	F	10.3	97.8	A	Tim 1632	Mat	Ros	Smi	Fir	7950
Luedinghaus	....	160°	36x6‡	40x6‡	Wau EU	5 x6¼	40.0	L	PC	Non	Own	Zen	G	Spl	Opt‡	B-L	D	B-L 60	A	4	Spi	Tim	W	F	11.6	.....	A	.....	Row	Ros	Day	.....	9500
Maccar G1	....	186	36x6	40x6†	Wis RBU	5 x6	40.0	L	PC	Pie	Own	S-Z	V	Eis	Bos‡	B-L	D	B-L 60	A	4	Spi	Tim 6760	W	F	10.2	54.8	A	Tim 1732B	Row	Ros	Day	.....	8975
Mack AC	5500	156°	36x6	40x6†	Own AC	5 x6	40.0	L	PS	Own	Own	Str	G	Spl	N-E‡	Own	P	Own AC	J	4	Spi	Own AC	C	D	*8.31	53.3*	D	Own AC	Mer	Own	.....	Non	....
Master 61	....	158	36x5	40x12	Bud YBU	4½x6	32.4	L	PC	Pie	Chi	Zen	V	Eis	Non	Ful	D	Ful	A	4	Spi	Tim 6760	W	F	Opt	Opt	A	Tim 1630	Det	Ros	Smi	Non	8200
Moreland RX	5000	192	36x6	40x7	Con B-5	4¾x6	36.1	L	FP	Con	Own	.....	V	Spl	A-L‡	Own	D	Own 23H	A	5	Pet	Tim 6666	W	F	8.75	52.6	A	Tim 1632B	U.S	Ros	Smi	Non	8180
Nelson & LeMoon G5	....	Opt	36x6	40x6†	Con B-5	4¾x6	36.1	L	FP	Con	Chi	Str	G	Bos	Bos‡	B-L	D	B-L 60	A	4	Own	Tim 6766	W	F	11.6	.....	A	Tim 1730	Tut	Ros	StM	Non	8000
Northway C5	4500	160°	36x6	40x12	Own C	4 x6	25.6	H	PC	.....	G&O	She	V	Bos	Bos	.....	.....	.....	R	...	.....	.....	R	...	.....	.....	...	.....	.....	Ros	.....	.....	7260
Ogden G	....	175	36x6	40x12	Con B-5	4¾x6	36.1	L	FP	Con	Chi	Zen	G	Spl	Ves	B-L	D	B-L 60	A	4	M-E	Tim 6766	I	...	10.3	.....	A	Tim 1540B	Tut	Ros	Sm	Non	8600
Pierce-Arrow RD	5000	162	36x6‡	36x7	Own RD	4½x6¾	32.4	T	FP	Own	Own	Str	P	Del	Del	Own	D	Own RD	A	4	Spi	Own RD	W	F	7.8	40.4	B	Own RD	S.P	Own	Bet	.....	8750
Rehberger D	....	186	36x6	40x14	Bud BTU	5 x6½	40.0	L	PC	K-P	Bus	Str	G	RBo	Bos‡	B-L	D	B-L 60	A	4	Spi	She W51	W	½	10.25	61.5	A	Tim 1732B	Del	Gem	Van	.....	10010
Rowe FW	4850	170°	36x6	40x7	Wis RAU	4¾x6	36.1	L	PC	Sim	Bus	Zen	G	Bos	Opt‡	B-L	D	B-L 60	A	4	Spi	She W51	W	½	10.2	40.7	A	She 5FA30	She	Ros	Smi	.....	9140
Sandow L	....	175	.....	.....	Bud BTU	5 x6½	32.4	L	FP	Mon	Chi	Str	G	Bos	Non	B-L	D	B-L 60	A	4	Spi	She 51	W	½	11.0	46.6	B	Tim 1730	.....	Ros	.....	.....	7800
Sanford W50	....	174	36x6	40x14	Con B-7	5 x6	36.1	L	FP	Pha	R-T	Str	G	Con	Dyn	Ful	P	Ful H-1	A	4	Spi	She 51	W	½	13.25	67.0	A	She 4FA20	She	Ros	Van	Fir	9400
Schacht	4600	168	36x5	40x7†	Wis VAU	4½x6	32.4	L	PC	Dup	Own	Zen	G	Bos	Non	B&B	D	Own	A	8	Spi	Own	W	F	14.0	66.5	B	Own	She	Own	StM	.....	8200
Selden Unit 90	....	164	36x6	40x12	Con B-7	5 x6	40.1	L	FP	Pha	Lon	Str	G	Eis	Bos	Det	D	B-L 60	A	4	Spi	Tim 6760	W	F	11.6	62.0	A	Tim 1730B	S.P	Gem	Std	.....	9650
Service 103	....	173	36x6	40x12	Bud YBU-I	4½x6	32.4	L	PC	Non	Own	Str	V	Eis	Rem	B&B	P	B-L 60	A	4	Spi	Tim 6760	W	F	10.25	54.8	A	Tim 1732	She	Ros	Int	.....	9150
Sterling EW23	....	168°	36x6	40x12	Own DU	4½x6¼	32.4	L	PC	Wau	Own	Zen	V	Eis	.....	H-S	O	B-L 60	A	4	Spi	Tim 6760	W	F	8.8	52.4	...	Tim 1632B	Mat	Ros	Hoo	.....	8675
Sterling EWS25	5195	148°	36x6	40x12	Own EU	5 x6¼	40.0	L	PC	Wau	Own	Zen	V	Eis	.....	H-S	O	B-L 60	A	4	Spi	Tim 6760	W	F	8.8	52.4	...	Tim 1732B	Mat	Ros	Hoo	.....	9175
Sterling EC23	....	174°	36x6	40x12	Own DU	4½x6¼	32.4	...	PC	Wau	Own	Zen	V	Eis	.....	H-S	O	Own	A	6	B.G	Own	C	D	7.8	47.2	A	Tim 1632B	Mat	Ros	Hoo	.....	8100
Sterling EC824	....	174°	36x6	40x12	Own EU	5 x6¼	40.0	...	PC	Wau	Own	Zen	V	Eis	.....	H-S	O	Own	A	6	B.G	Own	C	D	7.8	47.2	A	Tim 1632B	Mat	Ros	Hoo	.....	8400
Super Truck 100	4500	164	40x5	40x6†	Wis RAU	4¾x6	36.1	L	PC	Sim	Chi	Zen	G	Spl	‡Ves†	Ful	D	Ful H	A	4	Spi	She W-51	W	½	10.2	49.2	A	She 4FA20	She	Ros	Smi	Non	8500
Transport 75	....	170	36x5‡	36x12‡	Bud YTU	4½x6	32.4	L	PC	Dup	Mod	Zen	G	Eis	Rem‡	B&B	P	Cot RU	U	4	Blo	Cla 3D	I	D	10.0	52.0	B	Shu 610	Det	Jac	Mot	.....	7600
Traylor F	4700	170	36x6	40x6†	Bud YTU	4½x6	32.4	L	PC	Sim	G&O	Zen	G	Bos	Wes†	B-L	D	B-L 60	A	4	Spi	She W-32	W	½	10.2	55.0	A	She 4FA20	Mer	Ros	Smi	Non	8800
U. S. S. Special	....	168	36x6	40x6†	Hin HA200	4½x5½	32.4	L	PC	Hin	Lon	Str	V	Spl	Bos‡	B-L	D	B-L 55	A	4	Blo	She	W	½	11.7	62.8	A	She 4FA20	She	Lav	Smi	Non	7500
United 100	....	176	36x6	36x12	Her L	4½x5¾	32.4	L	PC	Dup	Per	Zen	G	Bos	Non	B-L	D	B-L 55	A	4	Blo	Wis 1800	R	...	14.1	74.9	A	Shu 610	Det	Lav	Van	.....	8150
Victor 85	3750	160	36x5	36x12	Con L4	4½x5½	32.4	L	FP	Pie	Per	Zen	V	Eis	.....	Ful	D	Ful GU7	U&A	8	Blo	Wis 160B	R	F	10.25	236.0	A	Shu 610	Det	Lav	Smi	.....	7500
Ward LaFrance 5B	....	164	36x6	40x12	Own EU	5 x6½	40.0	L	PC	Own	Own	Str	G	Bos	A-L	B-L	D	B-L Max	A	7	Spi	Tim	W	F	7.8	74.0	A	Tim	Row	Ros	Van	.....	7900
White 45	4500	174	36x6‡	40x6†	Own GR	4¼x5¾	28.9	L	FP	Own	Own	Zen	V	....	....	Own	D	Own 45	U	4	Own	Own 45	R	F	11.7	57.40	B	Own 45	.....	.....	.....	Non	7000
Wilcox F	4350	162	36x5	40x12	Bud ATU	4¼x6½	36.1	L	PC	Dup	Own	Str	V	Bos	Opt‡	Own	D	Own EA	...	4	Own	Own 45	R	F	11.7	57.40	B	Own 45	.....	.....	.....	Non	7000

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DETAILED MOTOR BUS SPECIFICATIONS: This Table Comprises Motor Bus

Line Number	MAKE AND MODEL	GENERAL								ENGINE								ELECTRICAL SYSTEM					NORMAL SPEED	
		Seating Capacity	Chassis Price	Weights			Wheelbase	Tread		Make and Model	Number of Cylinders Bore and Stroke	Rated Horse Power N.A.C.C.	Valve Arrangement	Oiling System	Radiator Make	Fuel System		Ignition System Make	Generator and Starter Make	Battery			High M. P. H.	Low M. P. H.
				Chassis Only	Chassis with Body	Recommended Body Allowance		Front	Rear							Carburetor Make	Fuel Feed			Make	Model	Voltage and Amp. Hr. Cap.		
1	Ace C	30	4850	6500	11500	5000	204	70	80½	Wis Z	6-4½x5	48.6	I	PC	Own	Zen	V	Eis	Rem	USL	3HVX8X	6-110	35	6.0
2	Acme K	30	....	6900	9900	3000	200	58½	74	Cont 6B	6-3¾x5	33.7	L	PC	Own	Zen	V	Eis	Del	Wil	SJRT4	6-111	30	5.7
3	Bridgeport 45	30	3850	5500	.....	....	178	60	72	Buda EBU	4-4¼x5½	28.9	L	PC	.....	Zen	V	Eis	Bos	Wil	.....	6-120	....	....
4	Brockway EB	18	....	3850	6350	2500	153	58	58	Wisc SU	4-4 x5	25.6	I	FP	G&O	Zen	V	Eis	L-N	Exi	3XE15-1	12-220	42	10.0
5	Brockway EB4	18	....	4000	6400	2500	153	58	58	Wisc 6Y	6-3⅜x5	....	I	FP	G&O	Zen	V	.....	L-N	Exi	3XE15-1	12-220	45	11.0
6	Brockway H	22	....	4975	7975	3000	164	60	65⅞	Cont 6B	6-3¾x5	33.7	L	FP	G&O	Zen	V	Eis	L-N	Exi	3XE15-1	12-220	45	8.5
7	Brockway J	25	....	6585	10585	4000	185	66½	71	Cont 6B	6-3¾x5	33.7	L	FP	G&O	Zen	V	Eis	L-N	Exi	3XE15-1	12-220	35	6.5
8	Clinton 65B	30	4075	5925	8700	2725	184	58½	58½	Buda EBU	4-4¼x5½	28.9	L	PC	Own	Zen	V	Bos	Bos	Pol	611SHK	6-90	30	3.0
9	Clinton 65BS	35	4800	6600	9600	3000	220	68	76¾	Buda YBU	4-4½x6	32 4	L	PC	Own	Zen	V	Bos	Bos	Pol	611KPC	6-130	35	3.0
10	Commerce 60	25	5000	....	.....	3000	329	68	75	Cont 6B	6-3¾x5	33.7	L	PC	Lon	Zen	V	Bos	Bos	Wil	SJRT30	6-153	35	6.0
11	Commerce 65	29	6000	.....	.....	3500	242	68	75	Cont 14H	6-4½x5¾	48.6	L	PC	Lon	Zen	V	Bos	L-N	Wil	SJRT 30	12-153	35	5.0
12	Day-Elder 20	..	....	5200	7700	2500	168	56	58	Buda KBU	4-4 x5¼	25.6	L	PC	Bus	Zen	V	Eis	Bos	Wil	SJRT6	6-153	35	10.0
13	Day-Elder 25	..	....	5600	8600	3000	180	58	58½	Cont 6B	6-3¾x5	33.7	L	PC	Bus	Zen	V	Eis	Bos	Wil	SJRT6	6-153	35	7.0
14	Day-Elder 30	..	....	7000	11000	4000	196	68½	74	Buda BUS	6-4x5¼	38.4	L	PC	Bus	Zen	V	Eis	L-N	Wil	SJRT6	12-153	35	7.0
15	Duplex FB	23	....	5500	.....	3000	181	58	72	Buda EBUI	4-4¼x5½	28.9	L	PC	Mod	Zen	V	Eis	Wes	Pol	.....	6-220	35	10.0
16	Fageol Parlor Car	22	6000	6770	10550	....	230	72	78¼	HaS 75	6-4¼x5½	43.6	I	PC	Lon	Zen	V	Del	Del	Exi	6LXRE13-3	12-240	35	7.0
17	Fageol Street Car	29	5300	6480	10000	....	218	70	78¼	HaS 50	4-4¼x5½	28.9	I	PC	Lon	Zen	V	Del	Del	Exi	6LXRE13-3	12-240	35	7.0
18	Federal	25	....	5450	.....	2500	190	60	60	Cont 6B	6-3¾x5	33.7	L	PC	Mod	Zen	V	Eis	Rem	Exi	3LXRE	6-185	35	6.0
19	Fifth Ave. J	29	....	5660	8235	2575	172	67⅝	71½	Yell EZ	4-4 x6	25.6	X	PC	Own	Zen	V	Eis	N-E	Wil	STRN27	12-90	30	7.5
20	Fifth Ave. L	55	4800	6850	11230	4380	174¾	67	77½	Yell EZ	4-4 x6	25.6	X	PC	Own	Zen	G	Eis	N-E	Wil	STRN27	12-90	27	5.0
21	Garford 51D	29	....	6500	9900	3400	187	68	80	Buda YBU	4-4½x6	32.4	L	PC	Own	Str	V	Spl	Rem	Wil	STRN6	6-190	35	5.0
22	Garford 726	25	....	5400	8400	3000	168	56	65½	Buda EBU	4-4¼x5½	28.9	L	PC	Own	Str	V	Spl	Rem	Wil	STRN6	6-190	35	5.4
23	Graham Bros. YB	20	1760	3550	6200	....	158	56	57¼	Dodge	4-3⅞x4½	24.0	L	PS	McC	Ste	V	N-E	N-E	Exi	6LXC11-1	12-80	30	5.0
25	Guilder 30	30	4500	5600	8800	3600	191	64	70	Bud EBU	4-4¼x5½	28.9	L	FP	G&O	Zen	V	Eis	L-N	Wil	SJRT28	12-104	30	5.0
26	International 33	18	....	....	.....	....	150	56	56½	Own 33	4-4¾x5	22.5	I	Sp	.....	Own	G	Bos	Rem	Pol	.....	6-100	19	....
27	International 53	29	....	....	.....	....	190	64½	65	Own 53	4-4¼x5	28.9	I	Sp	.....	Own	V	Bos	Rem	Pol	.....	6-200	34	....
28	Kissel	18	4500	5200	7780	2400	202	64½	66	Own 4-36	4-4¼x5½	28.9	L	Sp	Spa	Str	V	Bos	Rem	Wil	SJRT6	6-153	40	....
29	Larrabee X-2	16	1910	3450	4850	1400	155	56	56	Cont 8R	6-3⅝x4½	27.3	L	PC	Fed	Zen	V	Bos	Bos	Exi	3XE15	6-80	40	8.0
30	Larrabee XH3	21	3600	4670	7670	3000	186	62	66	Cont 6B	6-3¾x5	33.7	L	PC	Fed	Zen	V	Bos	Bos	Exi	36XRE25	6-240	35	7.0
31	Maccar	..	.....	7500	12000	4500	228¾	73	77	Buda Bus	6-4 x5⅛	38.4	L	PC	Bus	Str	V	DJ	Bos	Pol	617KPK	6-240	40	7.5
32	Mack AB	25	4650	....	.....	....	196	68	63⅜	Own AB	4-4¼x5	28.9	L	PC	Own	Str	V	Spl	N-E	Exi	6LXRE13	12-120	41	10.0
33	Mack AB	29	4750	....	.....	....	225	68	63⅜	Own AB	4-4¼x5	28.9	L	PC	Own	Str	V	Spl	N-E	Exi	6LXRE13	12-120	41	10.0
34	Mack AB	25	4750	....	.....	....	230	68	63⅜	Own AB	4-4¼x5	28.9	L	PC	Own	Str	V	Spl	N-E	Exi	6LXRE13	12-120	41	10.0
35	Mason Road King C	..	2150	3900	7400	3500	168	56	56	Her OX	4-4 x5	25.6	L	PC	Fed	Zen	V	A-L	A-L	USL	3HVX8X	6-166	35	7.5
36	Master	30	....	6000	9500	3500	194	59	59	Buda EBU	4-4¼x5½	28.9	L	PC	Chi	Zen	V	Eis	Wes	Wil	.....	12-	25	5.0
37	Menominee T	16	....	4290	6400	2100	175°	56	56	Wisc Y	6-3⅜x5	27.3	L	PC	Own	Zen	V	Rem	Rem	Wil	SJRT6	6-153	38	....
38	Menominee DB	25	....	6020	9100	3200	186	68	73	Wisc TAU	4-4 x6	25.6	L	PC	Own	Zen	V	Eis	Bos	Wil	SJRT6	6-153	32	6.0
39	Moreland RC	16	2280	3850	5850	2000	180	56	57¼	Herc OBX	4-4 x5	25.6	L	PC	Own	Zen	V	Spl	A-L	Hob	6HTXR15A	6-140	25	....
40	Moreland EC	20	3780	4590	7590	3000	178	61	58	Cont K4	4-4⅛x5¼	27.3	L	FP	Own	Sch	V	Spl	Spl	Hob	6HTXR15A	6-140	25	....
41	Moreland AC	25	4700	5660	9160	3500	187	68	69	Cont L4	4-4½x5½	32.5	L	FP	Own	Sch	V	Spl	Spl	Hob	6HTXR15A	6-140	25	....
42	Pierce-Arrow Z	25	4600	6100	9100	3000	196	68	75⅝	Own	6-4 x5½	38.0	T	FP	Own	Own	P	Del	Del	Wil	SJRN6	6-150	50	3.0
43	Pierce-Arrow Z	30	4750	6200	9700	3500	220	68	75⅝	Own	6-4 x5½	38.0	T	FP	Own	Own	P	Del	Del	Wil	SJRN6	6-150	50	3.0
44	Reo W Sedan	16	2525	3860	7360	3500	176	56	57¼	Own W	6-3 x5	24.3	F	PS	Own	Sch	V	N-E	N-E	Wil	SJRT6	6-153	37	10.0
45	Reo W Street Car	21	....	3860	7360	3500	176	56	57¼	Own W	6-3 x5	24.3	F	PS	Own	Sch	V	N-E	N-E	Wil	SJRT6	6-153	37	10.0
46	Republic 81	15	....	....	.....	2000	185	60	58	Lyc	4-4 x5	25.6	L	PC	Own	Str	V	Bos	Bos	USL	.....	6-109	35	....
47	Ruggles 60	21	....	4500	6300	....	180	56	69½	Wis	6-3⅜x5	27.3	I	FP	Per	Zen	V	Rem	Rem	Wil	.....	6-200	45	5.0
48	Ruggles 70	25	....	5500	8800	....	218	69	72	Wis	6-4½x5	48.6	..	....	Per	Zen	V	Rem	Rem	Wil	.....	6-200	45	5.0
49	Safeway Six Wheeler	27	....	....	.....	....	224°	68	78	Cont 6B	6-3¾x5	33.7	L	....	....	Str	V	Eis	N-E	Wil	.....	12-152	....	....
50	Schacht	25	5900	....	.....	4000	197°	67½	84¾	Wis Z	6-4½x5	48.6	L	FP	Own	Str	V	RBo	L-N	Alc	AF11	12-175	55	....
51	Selden Pacemaker	18	2350	3650	.....	2000	162°	56	56	Cont 8R	6-3⅜x4½	33.7	L	PC	Own	Str	V	N-E	N-E	Wil	SJRT 30	12-153	50	5.0
52	Selden 52	..	....	7200	10200	3000	195	68	74	Cont 6B	6-3¾x5	33.8	L	PC	Lon	Zen	V	Eis	N-E	Pol	615KPN	12-300	35	6.2
53	Sterling GB2	29	....	6100	.....	....	198	60¼	58½	Own CU	4-4⅜x5¾	30.6	L	PC	Own	Zen	V	Eis	Bos	Gou	.....	.....	....	....
54	Sterling GB4	29	....	6200	.....	....	198	60¼	58½	Own DU	4-4½x6¼	32.4	L	PC	Own	Zen	V	Eis	Bos	Gou	.....	.....	....	....
55	Sterling GB6	29	....	6800	.....	....	223	60¼	58½	Own 6A	6-4 x5¾	38.4	L	PC	Own	Zen	V	Eis	Rem	Gou	.....	.....	....	....
56	Twin City	25	....	6500	10600	4000	210	72	76	Own TW	4-4¼x6	28.9	I	PC	Mod	Zen	V	Bos	L-N	Wil	SJRT30	12-153	35	6.0
57	Union GW	30	....	6560	10000	3500	241	73½	73½	Wis Z6	6-4½x5	48.6	H	PC	Lon	Zen	V	Bos	Bos	Pol	617KPK	6-190	35	5.0
58	Union EC	21	....	4500	7000	2500	198	58	58	Wis Y	6-3⅜x5	29.9	H	PC	Lon	Zen	V	Bos	Bos	Pol	617KPK	6-190	40	5.0
59	United	30	.....	.....	10000	3000	220	64½	66	Buda	6-4 x5½	38.0	L	PC	Own	Str	V	Bos	Bos	Wil	.....	6-220	40	5.0
60	Ward LaFrance 3B	25	4950	6300	9700	3400	196	58	65½	Wau DU	4-4½x6¼	32.4	L	PC	Bus	Str	V	RBo	Rem	Wil	STAT 7	6-177	35	....
61	White 50A	25	4950	5775	.....	.....	198	58½	67⅞	Own GR	4-4¼x5¾	28.9	L	PC	.....	Zen	V	.....	L-N	Opt	.....	12-132	....	....
62	Yellow Coach Z	67	....	....	.....	.....	192	71	73½	Yell EZ	4-4 x6	25.6	X	PC	.....	Zen	V	.....	.....	.....	.....	.....	....	....

°—More Wheelbases Furnished
•—Pneumatic
†—Dual Pneumatic
‡—Solid §—Dual Solid
A-K—Atwater Kent
A-L—Auto-Lite Arc—Archibald
Alc—Cincinnati Storage
B&B—Borg & Beck
Bim—Bimel B-L—Brown-Lipe
Bud—Budd Buda—Buda
Blo—Blood Bos—Bosch
Bus—Bush Cam—Campbell
Cla—Clark Col—Columbia
Cont—Continental
D—Multiple Dry Disk
Day—Dayton DJ—De Jon
Del—Delco
Dtl—Detlaff
E-D—External Driveshaft
E-R—External Rear Wheel
Eis—Eisemann Exi—Exide
F—Head & Side (Engine)
F—Full Floating
½—½ Floating
Fed—Fedders
Fli—Flint Ful—Fuller
FP—Full Pressure to all Bearings, including wrist pins
G—Gravity
Glo—Globe
Gem—Gemmer G&O—G & O
Gou—Gould Hob—Hobbs
Hink—Hinkley
HaS—Hall Scott
Herc—Hercules
I—In Head
Ig—Internal Gear
I-F—Internal Four Wheels
Ind—Indestructible
I-R—Internal Rear Wheels

Unusual Truck Activity in the West

Motor truck representatives in Los Angeles are showing unusual activity along building lines. The Mack company expects to occupy in July what is said will be the largest and best arranged building in the country devoted exclusively to truck sales and service. It will have more than three acres of operative floor space and represent in the aggregate an investment of approximately $1,000,000.

The Federal branch is having a new building erected for its use. The Republic dealer recently occupied a new structure. The Autocar and GMC branches are both said to be planning for new homes. The new Gotfredson branch building recently was awarded a certificate by the American Institute of Architects for being the best appearing and arranged one-story commercial structure erected in Southern California in 1924.

Silent Hoist Catalog

The Silent Hoist Co., 302-304 McDougal St., Brooklyn, N. Y., recently issued a new and revised price list No. 25 which covers the complete line of Silent Hoist Motor Truck Power Winches and Derricks. Price list, discount applying to same for a complete list of descriptive bulletins, will be furnished to those interested upon request.

Ward Vehicle Issue New Catalog

The recent 66-page catalog put out by the Ward Motor Vehicle Co., Mt. Vernon, N. Y., is complete in every electric truck detail. The lay-out is attractive and the many illustrations scattered throughout its pages aids quick and easy understanding of the subjects treated. The book contains real data on truck construction that will enable any business man to buy better. It functions as a guide showing how delivery costs can be lowered. Mechanical and dimensional details of the complete Ward line ranging from 750 lbs. to 7 tons is given in the back sections.

Chassis Which Are Designed and Sold Exclusively for Passenger Transportation

Line Number	TRANSMISSION: Clutch Type and Make	Gearset Make and Model	Gearset Location	Gearset Number of Forward Speeds	Universal Make	REAR AXLE: Make and Model	Final Drive	Gear Ratio Type	Gear Ratio Total in High	Gear Ratio Total in Low	Service Brake Type & Location	Front Axle Make and Model	Steering Gear Make	TIRES AND WHEELS: Tires (in.) Front	Tires (in.) Rear	Wheels—Make	Rims—Make	DIMENSIONS (in.): Floor Height	Turning Radius	Overall Length	Overall Width	Clearance from Ground
1	D. B. L.	B. L. 60	U	4	U-M	Tim 6516	Wo	F	5.4	26.6	I-R	Tim 1550	Ros	36x6	38x7	Day	Fir	27½	34	316	90	9¾
2	P. B. & B.	Cot RU	U	4	Blo	Tim 6511	Wo	F	6.8	35.3	I-R	Tim 1540B	Ros	36x6*	36x6†	Bud	Fir	27	38	312	90	5
3	D. B. L.	B. L. 50	U	4	Spi	Tim 6560	Wo	F	6.7	.....	I-R	She Spec	Ros	36x6*	36x6†	Bud	.....	31½	.....	.....	.....	.....
4	D. B. L.	B. L. 30	U	3	Spi	Col 53000	B	¾	5.1	.....	E-R	Col 5200	Gem	32x6	32x6	Van	Fir	28½	28	243	64	9
5	D. B. L.	B. L. 30	U	3	Spi	Col 53000	B	¾	5.1	.....	E-R	Col 5200	Gem	32x6	32x6	Van	Fir	28½	28	243	64	9
6	D. B. L.	B. L. 50	U	3	Spi	Tim 5816	B	½	5.8	.....	.....	Shu 5550	Ros	33x5	33x5†	Bud	Fir	.....	30	256	74	8½
7	D. B. L.	B. L. 55	U	4	Spi	Cla 31	Ig	D	7.0	.....	.....	Shu 610B	Ros	36x6	36x6†	Bud	Fir	27½	32	295¼	90	7½
8	D. B. L.	B. L. 55	S	4	M-E	Tim 3566	Wo	F	6.5	34.8	I-R	Tim1544B	Ros	36x6*	36x6†	Bud	Fir	30	37	270	75½	9½
9	D. B. L.	B. L. 55	S	4	M-E	Tim 6516	Wo	F	6.7	36.1	I-R	Tim 1550	Ros	36x6	36x6†	Bud	Fir	26	40	286	90	7
10	B. L. 70	B. L. 60H	A	4	Blo	Tim 6516	Wo	F	6.8	27.2	I-R	Tim 1550	Ros	36x6	36x6†	MM	Fir	20½	.....	307	88⅞	7
11	B. L. 70	B. L. 60H	A	4	Blo	Tim 6516	Wo	F	5,4	21.6	I-R	Tim 1550	Ros	36x6	36x6†	MM	Fir	20½	.....	320	88⅞	7
12	D. B. L.	B. L. 35	U	3	Spi	Tim 6462	Wo	½	6.5	21.8	I-R	Tim 1526	Gem	36x6*	38x7*	Van	Fir	32	30	246½	70½	11
13	D. B. L.	B. L. 51	U	4	Spi	Tim 6566	Wo	F	6.7	36.1	I-R	Tim 1544	Gem	36x6*	40x8*	Bud	Fir	32	30	260	75½	12
14	D. B. L.	B. L. 51	U	4	Spi	Huck 85	R	F	5.7	30.6	I-R	She D 445	Gem	36x6*	36x6*	Bud	Fir	25	27	293	90	10½
15	D. B. L.	B. L.	U	4	Pet	Vul 4	Wo	F	6.5	32.1	I-R	Shu	Ros	34x5	34x5†	Mot	Fir	27	28	268	82	9
16	D. B. L.	B. L. 55	U	4	Spi	Tim 6516	Wo	F	4.6	19.7	I-R	Tim 1550	Ros	36x6*	36x6†	Bud	.....	20¾	38½	342	89	7½
17	D. B. L.	B. L. 50	U	4	Spi	Tim 6516	Wo	F	4.6	19.7	I-R	Tim 1524	Ros	36x6*	36x6†	Bud	.....	22½	38	339	89	7½
18	P. B. & B.	Det R400	S	4	Spi	Tim 6566	Wo	F	6.7	39.8	.....	Own	Gem	36x6*	36x8*	Smi	Fir	30	28	266⅜	.....	10
19	P. Own	Own J	S	4	Sne	Tim 6412	Wo	½	5.4	21.6	I-R	Tim 1523	Ros	34x5	34x7	Own	.....	29½	33	277	87½	7
20	P. Own	Own L	S	4	Sne	Own L	Ig	F	6.6	.....	E-D	Own L	Ros	36x5‡	36x5§	Own	.....	25	33	296	90	6
21	D. Own	Own 51D	S&U	8	Spi	Tim 6511G	Wo	F	5.4	26.1	I-R	Tim 1550	Ros	36x6*	36x6†	.....	Fir	28¼	30	295	91	7
22	D. Own	Own 726	S	4	Spi	Tim 6560	Wo	F	5.4	21.6	I-R	Own	Ros	32x6*	32x6†	Bud	Fir	32	30	236	78½	7½
23	D. Dodge	Dodge	U	3	UP	Own	SP	½	6.3	26.3	-R	Tim 1760A	Dodge	32x6	34x7	Smi	Fir	26	29½	252¼	87¼	10
24	D. B. L.	B. L. 51	U	4	M-E	Wis 68C	R	.....	5.8	.....	E-D	Shu 5550B	Ros	36x6	36x6†	Bud	.....	26	70	300	83	11
25	D. Own	Own 33	U	3	Own	Own 33	Ig	F	.....	.....	I-R	.....	Own	36x4	36x6	Own	.....	.....	.....	.....	.....	.....
26	D. Own	Own 53	U	4	Own	Own 53	Ig	F	.....	.....	I-F	.....	Own	36x6*	36x6†	Bud	.....	34½	.....	.....	.....	.....
27	D. B. L.	B. L. 35	U	4	Spi	Wis 60B	R	.....	5.8	19.0	-R	Shu 610	Ros	34x7*	34x7*	Whi	Gdy	24	.....	252	76	8
28	D. B. L.	B. L. 31	U	3	Sne	Sal D	Be	¾	7.7	27.6	E-R	Sal	Gem	34x5	34x5	Ind	Fir	29	27	220	70	11
29	D. B. L.	B. L. 31	U	3	Spi	She	W	½	5.5	26.4	I-R	Shu5550B	Ros	32x6	32x6†	Bud	.....	25	28	262	86	9
30	D.B.L.	B.L. 55	U	4	Spi	Huck 85	R	F	6.65	35.8	I-R	She D 445	Ros	34x7	34x7†	Bud	Fir	27½	41	312½	92½	7½
31	D. Own	Own AB	U	4	Spi	Own AB	R	F	6.7	21.5	I-R	Own AB	Own	32x6*	32x6*	Bud	Fir	25¾	28¼	228	78½	8¾
32	D. Own	Own AB	U	4	Spi	Own AB	R	F	6.7	21.5	I-R	Own AB	Own	32x6*	32x6*	Bud	Fir	25¾	32	317¼	78½	8¾
33	D. Own	Own AB	U	4	Spi	Own AB	R	F	6.7	21.5	I-R	Own AB	Own	32x6*	32x6*	Bud	Fir	27¼	32½	307¼	78½	10¼
34	B&B	Cam	A	3	U-M	Fli	SP	½	5.3	21.5	E-R	Fli	Lav	30x5	30x5†	Bud	Fir	24	27	244½	75	7½
35	D. Ful	Ful GU7	U	4	Spi	Wal 25A	R	F	7.6	37.0	-R	Shu 610	Ros	36x6	40x8	StM	Fir	26	33½	.....	.....	.....
36	D. Det	Cot AAU	U	3	Spi	Wis 40R60	R	½	.....	.....	I-R	.....	Ros	32x6*	32x6†	Ind	.....	23½	28	.....	.....	10
37	D-Det	Cot AU	U	4	Spi	Wis 120K	R	½	6.1	32.0	I-R	Tim 1550	Ros	36x6*	36x6†	Ind	Fir	26	30	256	86	10
38	D. B. L.	B. L. 30	U	3	Pet	Tim 5512	Wo	½	5.5	22.0	E-R	Tim 1250	Ros	32x6	32x6	Own	Gdy	23½	.....	.....	.....	7
39	D. B. L.	B. L. 51	U	4	Pet	Tim 6410	Wo	½	6.0	32.1	I-R	Tim 1550	Ros	34x5*	34x5†	Bud	.....	24½	.....	.....	.....	8½
40	D. B. L.	B. L. 51	U	4	Pet	Tim 6511	Wo	F	6.0	32.1	I-R	Tim 1550	Ros	36x6*	36x6†	Bud	.....	25½	.....	.....	.....	9
41	Own	Own W	A	4	Spi	Own W	Wo	F	6.0	32.0	E-D	Own	Own	36x5‡	36x5‡	Day	.....	28	37½	282	89 1/16	8
42	Own	Own W	A	4	Spi	Own W	Wo	F	6.0	32.0	E-D	Own	Own	36x5‡	36x5	Day	.....	28	40	303	89 1/16	8
43	Own	Own W	S	3	Own	Own W	SP	½	5.7	21.0	E-R	Own W	Own	32x6	32x6†	Bud	.....	26¼	31	197	87	9
44	Own	Own W	S	3	Own	Own W	SP	½	5.7	21.0	E-R	Own W	Own	32x6	32x6†	Bud	.....	26¼	31	197	87	9
45	Ful	Ful	U	3	Spi	Eat	Ig	D	6.2	25.0	E-D	Eat	Jac	34x7	34x7	Van	Fir	21	.....	270½	67¼	7½
46	D. B. L.	B. L. 4	U	4	.....	Col FF	B	F	.....	.....	.....	Col	Jac	30x5	30x5	Bud	.....	.....	.....	.....	.....	.....
47	D. B. L.	B. L. 4	U	4	.....	Wis FF	R	F	.....	.....	.....	She	Jac	32x6	32x6	Bud	.....	.....	.....	.....	.....	.....
48	B-L	B-L	U	4	Blo	Tim 6420	Wo	F	.....	.....	I-R	Tim 1550	Ros	34x7	34x7	Bud	.....	.....	.....	.....	.....	.....
49	D. Ful	Own	A	8	Blo	Wis	R	F	6.0	30.0	I-F	Shu	Ros	36x6*	36x6†	Bud	Fir	24½	33½	.....	91¼	7½
50	D.B.L.	B.L. 31	U	3	Blo	Cla 501	B	½	Opt.	Opt.	.....	Shu	Ros	32x6	32x6	Van	.....	24	.....	Opt.	Opt.	7½
51	D. B. L.	B. L.	S	4	Spi	Tim	Wo	F	7.7	31.0	-R	Tim	Gem	36x5	36x5	Arc	Fir	29½	33	309	91	7
52	D. B. L.	B. L. 50	U	4	Spi	Tim 6564	Wo	F	5.4	28.9	.....	Tim 1554B	Ros	36x6*	36x6†	Bud	.....	.....	.....	287	.....	.....
53	D. B. L.	B. L. 55	U	4	Spi	Tim 6564	Wo	F	5.4	28.9	.....	Tim 1544B	Ros	36x6*	36x6†	Bud	.....	.....	.....	287	.....	.....
54	D. B. L.	B. L. 55	U	4	Spi	Tim 6564	Wo	F	5.4	28.9	.....	Tim 1544B	Ros	36x6*	36x6†	Bud	.....	.....	.....	318	.....	.....
55	D. Ful	Ful HU-16	U	4	Spi	Tim6518B2	Wo	F	4.5	27.7	I-R	Tim1560B2	Ros	36x6*	36x6†	Bud	.....	22	.....	310	90	7
56	Ful	Ful 4	.....	.....	.....	Wis SF	R	.....	.....	.....	.....	Tim	Jax	32x6	32x6†	Bud	.....	.....	.....	.....	.....	.....
57	Ful	Ful 4	.....	.....	.....	Cla SF	SP	.....	.....	.....	.....	Shu	Jax	34x7	34x7	.....	.....	.....	.....	.....	.....	.....
58	D. B. L.	B. L. 35	U	4	Blo	Wis 66C	R	½	5.8	.....	I-R	Shu 610	Ros	36x8	36x8	Whi	Fir	25	.....	265½	84	7½
59	D. B. L.	B. L. 55	A	4	Spi	Tim 6566	Wo	F	6.0	32.1	I-R	Col	Ros	36x6*	36x6†	Bud	Fir	28	36	304	75½	9½
60	Own	Own 50A	U	4	Spi	Own 50A	R	½	4.6	23.2	E-D	Own 50A	Own	32x6	32x6†	Bud	Fir	28¼	32½	274¾	81⅝	7 1/16
61	P. Own	Own 2	S	4	.....	Own Z	Wo	½	6.2	.....	I-F	.....	Own	34x5†	34x5§	.....	.....	.....	.....	.....	.....	.....

Joh—Johnson Kel—Kells
L—L-Head Lav—Lavine
L-N—Leece-Neville Lon—Long
M&E—Merchant & Evans
McC—McCord
Mot—Motor Wheel Corp.
N-E—North-East
NP—No Provision
Opt—Optional
P—Single Plate Pet—Peters

PC—Pressure to all Crankshaft & connecting Rod Bearings—Splash to other parts
Pol—Prest-O-Lite
R—Double Reduction
Ros—Ross
Rem——Remy
R&V—R & V Knight
Sal—Salisbury Sew—Sewell
Sne—Snead SP—Spiral Bevel

S—Separate Unit Spi—Spicer
She—Sheldon Spa—Sparton
StM—St. Marys
Shu—Shuler
Ste—Stewart
Str—Stromberg
Sp—Splash
Tim—Timken
U—Unit with Engine
U. P.—Universal

Van—Van Motor Wheels
V—Vacuum
Wal—Walker
Whi——Whitcomb
Wes—Westinghouse
Wil—Willard Wisc—Wisconsin
Wis—Wisconsin Wo—Worm
X—Sleeve Valve
Yel—Yellow Zen—Zenith
a—Other ratios optional

Standards for Bus Equipment Discussed

Electrical equipment for buses and the requirements for proper illumination of bus interiors were the major topics discussed at a standardization meeting in Cleveland of the Automotive Electric Association, at which the Society of Automotive Engineers was also represented.

Three sizes of bus generator were proposed for adoption as standards, it being recommended that they be designed for operation at 1½ times engine speed.

A sketch of a proposed standard gap for battery ignition tests was submitted by Burns Dick, chief engineer of the automotive division of the Wagner Electric Corp.

Effect of the wiring and reflector equipment on bus lighting was shown graphically by means of a specially constructed bus body by A. C. Roy of the Edison Lamp Works.

The White Co., Cleveland, issued an interesting Silver Anniversary edition of its transportation magazine, The Albatross, featuring a quarter century of White transportation. The book in a large way is a history of the automotive industry. It contains a vast amount of information and reviews in an entertaining way the progress made by this truck and bus manufacturer from 1900 to the present.

Automotive Industries Co. Buys Vulcan Plant

Property of the Vulcan Motor Axle Co., consisting of material, equipment and machinery, has been sold for $23,000 to the Automotive Industries Co. of Chicago. The property was appraised at $43,000. The sale was held by Security Trust Co. as trustees in bankruptcy, and was confirmed by the referee in bankruptcy.

Vulcan Motor Axle Co. went into bankruptcy in December last with creditors' claims amounting to $300,000. The plant of the company was leased from the Miami Realty Co., and the property as just sold constituted practically the entire assets.

KEY OF ABBREVIATIONS

Wheelbase:
°—More than one wheelbase furnished.

Tires:
§§—Unless marked otherwise all tires are solids.
•—Pneumatics standard equipment.
‡—Pneumatics at Extra Cost.
†—Dual on Rear.

Engine:
Bud—Buda Co., Harvey, Ill.
Con—Continental M. Corp., Detroit, Mich.
D—Head & Side
GBS—Golden, Belknap & Swartz Co., Detroit, Mich.
H—Overhead.
HaS—Hall-Scott Motor Car Co., Berkeley, Cal.
Her—Hercules M. Mfg. Co., Canton, Ohio.
Hin—Hinkley Motors, Inc., Detroit, Mich.
H-S—Herschell-Spillman Motor Co., North Tonawanda, N. Y.
H-C—Holl Scott Motor Co., Berkeley. Cal.
Kni—Yellow Sleeve Valve Eng. Works, East Moline, Ill.
L—L-Head.
Lyc—Lycoming M. Corp., Williamsport, Pa.
Mid—Midwest Eng. Co., Indianapolis, Ind.
FP—Full Pressure to all bearings including wrist pins.
PC—Pressure to all crankshaft and connecting rod bearings.
PS—Pressure with splash.
SP—Circulating splash.
T—T-Head.
Wau—Waukesha M. Co., Waukesha, Wis.
Wis—Wisconsin M. Mfg. Co., Milwaukee, Wis.
Yell—Yellow Sleeve Valve Eng. Works, East Moline, Ill.
X—Sleeve.

Governor:
Con—Continental M. Corp., Detroit, Mich.
Dup—Duplex Eng. Gov. Co., Brooklyn, N. Y.
Han—Handy Gov. Co., Detroit, Mich.
Hin—Hinkley Motors, Inc., Detroit, Mich.
K. P.—K. P. Products Co., New York, N. Y.
McK—E. R. Klemm, Chicago, Ill.
Mon—Monarch Gov. Co., Detroit, Mich.
Non—Not Supplied.
Pha—Pharo Mfg. Co., Detroit, Mich.
Pie—Pierce Governor Co., Anderson, Ind.
Sim—Duplex Eng. Gov. Co., Brooklyn, N. Y.
Wau—Waukesha M. Co., Waukesha, Wis.

Radiator:
Bre—Bremer-Tully Mfg. Co., Chicago, Ill.
Bus—Bush Mfg. Co., Hartford, Conn.
Cor—Corcoran Mfg. Co., Cincinnati, Ohio.
Chic—Chicago Mfg. Co., Chicago, Ill.
E&M—English & Mersick Co., New Haven, Conn.
Fed—Fedders Mfg. Co., Buffalo, N. Y.
Fle—Flexo Mfg. Co., Los Angeles, Cal.
G&O—G. & O. Mfg. Co., New Haven, Conn.
Har—Harrison Rad. Corp., Lockport, N. Y.
Idl—Ideal Sheet Metal Works, Chicago, Ill.
Lon—Long Mfg. Co., Detroit, Mich.
McC—McCord Rad. & Mfg. Co., Detroit, Mich.
McK—McKinnon Dash Co., Buffalo, N. Y.
Per—Racine Radiator Co., Racine, Wis.
R-T—Rome-Turney Rad. Co., Rome, N. Y.
S-J—Shotwell-Johnson Co., Minneapolis, Minn.
Spl—Splitdorf Electrical Co., Newark, N. J.
Stn—Standard Radiator Co., Inc., Springville, N. Y.
US—U. S. Cartridge Co., Lowell, Mass.
Whe—Wheeler Rad. & Mfg. Co., E. Cleveland, Ohio.

Fuel System:
Car—Carter Carburetor Co., St. Louis, Mo.
Ens—Ensign Car. Co., Los Angeles, Cal.
G—Gravity.
Hol—Holley Carburetor Co., St. Louis, Mo.
Joh—Johnson Co., Detroit, Mich.
Mar—Marvel Carburetor Co., Flint, Mich.
P—Pressure.
Ray—Beneke & Kropf Mfg. Co., Chicago, Ill.
Sco—Briscoe Devices Corp., Pontiac, Mich.
She—Wheeler Schebler Carburetor Co., Indianapolis, Ind.
Ste—Detroit Lubricator Co., Detroit, Mich.
Str—Stromberg Motor Devices Co., Chicago, Ill.
Til—Tillotson Mfg. Co., Toledo, Ohio.
V—Vacuum.
Zen—Zenith-Detroit Corp., Detroit, Mich.

Electrical System:
‡—Generator & Starter at Extra Cost.
†—Starter not Supplied, Generator at Extra Cost.
A-C—Allis-Chalmers Mfg. Co., Milwaukee, Wis.
Apo—Apollo Magneto Corp., Apollo, Pa.
A-K—Atwater Kent Mfg. Co., Phila., Pa.
A-L—Electric Auto-Lite Corp., Toledo, O.
Ber—Ericsson Mfg. Co., Buffalo, N. Y.
Bij—Bijur Motor Appliance Co., Hoboken, N. J.
Bos—American Bosch Magneto Co., Springfield, Mass.
Con—Connecticut Telephone & Electric Co., Meriden, Conn.
Del—Dayton Engin. Lab. Co., Dayton, Ohio.
Dyn—Owen Dyneto Corp., Syracuse, N. Y.
Eis—Eisemann Magneto Corp., Brooklyn.
G&D—Gray & Davis, Boston, Mass.
Kin—Kokomo Electric Co., Kokomo, Ind.
K-W—K W Ignition Co., Cleveland, Ohio.
L-N—Leece-Neville Co., Cleveland, O.
N-E—North East Elec. Co., Rochester, N. Y.
Non—Not Supplied.
POL—Prest-O-Lite Co., Inc., Indianapolis, Ind.
Rem—Remy Electric Co., Anderson, Ind.
RBo—Robert Bosch Magneto Co., New York, N. Y.
Sci—Scintilla Magneto Co., New York, N.Y.
Sim—Simms Magneto Co., E. Orange, N. J.
Spl—Splitdorf Electrical Co., Newark, N. J.
Wag—Wagner Elec. Mfg. Co., St. Louis, Mo.
Wes—Westinghouse Elec. & Mfg. Co., Springfield, Mass.
USL—U. S. Light & Heat Corp., Niagara Falls, N. Y.

Clutch and Gearset:
•—Other ratios optional.
A—Amidships.
B & B—Borg & Beck Co., Chicago, Ill.
B-L—Brown-Lipe Gear Co., Syracuse, N. Y.
Cot—Cotta Transmission Corp., Rockford Ill.
Cov—Covert Gear Co., Lockport, N. Y.
Det—A. J. Detlaff Co., Detroit, Mich.
D-G—Detroit Gear & Machine Co., Detroit, Mich.
Dod—Dodge Brothers Co., Detroit, Mich.
D—Disk.
Dun—Dundore Mfg. Co., Reading, Pa.
Durs—Durston Gear Corp., Syracuse, N. Y.
Ful—Fuller & Sons Mfg. Co., Kalamazoo, Mich.
G-L—Grant Lee Gear Corp., Cleveland, O.
Har—Hartford Auto Parts Corp., Hartford, Conn.
Hoo—Hoosier Clutch Co., Muncie, Ind.
H-S—Hele-Shaw, Merchant & Evans Co., Philadelphia, Pa.
J—Unit with Jackshaft.
Jum—Price Hollister Corp., Rockford, Ill.
K—Cone.
Lon—Long Mfg. Co., Detroit, Mich.
M-E—Merchant & Evans Co., Phila., Pa.
M-M—Mechanics Mach. Co., Rockford, Ill.
Mun—Muncie Gear Works, Muncie, Ind.
O—Disk in Oil.
P—Plate.
R—Rear Axle.
U—Unit with Engine.
W-G—Warner Gear Co., Muncie, Ind.

Universal:
B.G.—Universal Machine Co., Bowling Green, Ohio.
Blo—Blood-Bros. Mach. Co., Allegan, Mich.
Det—Universal Products Co., Detroit, Mich.
Har—Hartford Auto Parts Corp., Hartford, Conn.
M-M—Mechanics Machine Co., Rockford, Ill.
M-E—Merchant & Evans Co., Phila., Pa.
Pet—Cleveland Universal Parts Co., Cleveland, Ohio.
Pic—Carl Pick Co., West Bend, Wis.
Sne—Snead & Co., Jersey City, N. J.
Spi—Spicer Mfg. Corp., S. Plainfield, N. J.
The—Thermoid Rubber Co., Trenton, N. J.
U-M—Universal Machine Co., Bowling Green, Ohio.
U-P—Universal Products Co., Detroit, Mich.

Front and Rear Axles:
½—Semi-Floating.
¾—Three-Quarter Floating.
Atl—Atlas Axle Co., Wilmington, Del.
Cla—Clark Equip. Co., Buchanan, Mich.
Col—Columbia Axle Co., Cleveland, O.
Con—Continental Axle Co., Edgerton, Wis.
C—Chain.
B—Straight Bevel.
D—Dead.
Eat—Eaton Axle Co., Cleveland, Ohio.
Fli—Flint Motor Axle Co., Flint, Mich.
F—Floating.
Huc—Sheldon Axle & Spring Co., Wilkes-Barre, Pa.
I—Internal Gear.
LM—L. M. Axle Co., Cleveland, Ohio.
P—Spur Gear.
R—Double Reduction.
Rus—Russel Motor Axle Co., Detroit, Mich.
S—Spiral Bevel.
Sal—Salisbury Axle Co., Jamestown, N. Y.
She—Sheldon Axle & Spring Co., Wilkes-Barre, Pa.
Shu—Shuler Axle Co., Inc., Louisville, Ky.
Std—Standard Parts Co., Cleveland, O.
Tim—Timken Detroit Axle Co., Detroit, Mich.
Tor—Eaton Axle & Spring Co., Cleveland, Ohio.
Vul—Vulcan Motor Axle Co.
Wal—Walker Axle Co., Chicago, Ill.
W—Worm.
Wis—Wisconsin Parts Co., Oshkosh, Wis.

Brake:
A—Rear Wheels only.
B—Drive Shaft and Rear Wheels.
C—Front and Rear Wheel.
D—Jackshaft and Rear Wheels.

Springs:
Am—American Auto Parts Co., Detroit, Mich.
Arm—General Motors Co., Pontiac, Mich.
Bea—Beans Spring Co., Inc., Massillon, O.
Bet—Betts Bros. Sp. Co., Inc., San Francisco, Cal.
Cha—Champion Auto Sp. Co., St. Louis, Mo.
Del—D. Delany & Son, Newark, N. J.
Det—Detroit Steel Prod. Co., Detroit, Mich.
G-C—Garden City Sp. Works, Chicago, Ill.
Har—Harvey Sp. & Forging Co., Racine, Wis.
I-C—Iron City Spring Co., Pittsburgh, Pa.
Lig—Liggett Sp. & Axle Co., Monongahela, Pa.
Mar—Maremont Mfg. Co., Chicago, Ill.
Mat—Mather Spring Co., Toledo, O.
Mer—E. R. Merril Spring Co., New York.
Pen—Penn Sp. Works, Baldwinsville, N. Y.
Per—Perfection Sp. Co., Cleveland, O.
Phi—Phila. Sp. Works, Phila., Pa.
P.S.—Point Sp. Co., Pittsburgh, Pa.
She—Sheldon Axle & Sp. Co., Wilkes-Barre, Pa.
S. S.—Standard Steel Sp. Co., Coraopolis, Pa.
Ste—Sterling Spring Co., Pittsburgh, Pa.
Tem—Temme Sp. Corp., Chicago, Ill.
Tut—Tuthill Sp. Co., Chicago, Ill.
U. S.—United States Sp. Co., Los Angeles, Cal.
Vul—Jenkins Vulc. Sp. Co., Richmond, Ind.

Steering Gear:
CAS—C. A. S. Products Co., Columbus, O.
Dit—Ditwiler Mfg. Co., Galion, Ohio.
Dod—Dodge Bros. Co., Detroit, Mich.
Gem—Gemmer Mfg. Co., Detroit, Mich.
Jac—Saginaw Products Co., Saginaw, Mich.
Lav—Lavine Gear Co., Milwaukee, Wis.
M-P—Muncie Gear Works Corp., Muncie, Ind.
Ros—Ross Gear & Tool Co., Lafayette, Ind.
Sag—Saginaw Products Co., Saginaw, Mich.
Woh—Wohlrab Gear Co., Racine, Wis.

Wheels:
Arc—Archibald Wheel Co., Lawrence, Mass.
A-W—Auto Wheel Co., Lansing, Mich.
Bet—Bethlehem Steel Co., Bethlehem, Pa.
Bim—Bimel Spoke & Auto Wheel Co., Portland, Ind.
Bud—Budd Wheel Co., Phila., Pa.
Cla—Clark Equip. Co., Buchanan, Mich.
Day—Dayton Steel Foundry Co., Dayton, Ohio.
Det—Detroit Panel & Plywood Co., Detroit, Mich.
Dis—Disteel Wheel Corp., Detroit, Mich.
Hay—Hayes Wheel Co., Jackson, Mich.
Hoo—Hoopes, Bro. & Darlington, Inc., West Chester, Pa.
Ind—Indestructible Wheel Co., Lebanon, Ind.
Int—Interstate Foundry Co., Chicago, Ill.
Jon—Jones, Phineas & Co., Newark, N. J.
Kel—Kelsey Wheel Co., Detroit, Mich.
MM—Michigan Malleable Iron Co., Detroit.
Mot—Motor Wheel Corp., Lansing, Mich.
Mun—Muncie Wheel Co., Muncie, Ind.
Nor—Northern Wheel Corp., Alma, Mich.
Pru—Prudden Wheel Co., Lansing, Mich.
Roy—Royer Wheel Co., Aurora, Ind.
Sch—Schwarz Wheel Co., Phila., Pa.
Smi—Smith Wheel, Inc., Syracuse, N. Y.
StM—St. Marys Wheel Co., St. Marys, O.
Std—Standard Wheel Co., Terre Haute, Ind.
Van—Van Wheel Corp., Oneida, N. Y.
Wal—Walker Axle Co., Chicago, Ill.
Way—Wayne Wheel Co., Newark, N. Y.
Whit—Whitcomb Wheel Co., Kenosha, Wis.

Rim Equipment:
Fir—Firestone Steel Products Co., Akron, Ohio.
Gdy—Goodyear Tire & Rubber Co., Akron, Ohio.
Hay—Hayes Wheel Co., Jackson, Mich.
Jax—Jaxon Steel Prod. Co., Jackson, Mich.
Kel—Kelsey Wheel Co., Detroit, Mich.
Mil—Miller Rubber Co., Akron, Ohio.
Non—None Supplied.

Replacement Table—Corrected Monthly

Including Piston Ring Sizes, Carburetor Sizes, Hose Sizes, Fan Belt Sizes, Brake Lining Sizes and Truck Frame Dimensions

***Note: Under Carburetor Inlet Diameter Will be Found Either the Size of Main Air Intake or the Gasoline Fuel Line**

Fan Belt Type: V—V-Shape, F—Flat, R—Round

NAME, MODEL AND TONNAGE	ENGINE											BRAKE LINING								FRAME				
	Piston Rings		Carburetor			Upper Hose		Lower Hose		Fan Belt			Service				Emergency				Length			Width	
	No. per Cyl.	Width	Outlet Diameter	Inlet Diameter *	Vertical or Horizontal	Length	Width	Length	Width	Length	Width	Type	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
Ace 40–1½	3	1/4	1	1	V	7	1¾	8	1¼	40 5/8	2	F	12	3¼	¼	4	12	3¼	¼	4	122½	76 3/8	215¼	32	9
Ace 60–3	3	¼	1	¼	V	10	2	15	1¼	42 5/8	2	F	13½	3½	¼	4	13½	3½	¼	4	Opt	84½	241	....	9½
Acme Flyer	3	¼	1½	1¼	V	8¾	1½	10	1¼	42	1½	F	23	2½	¼	4	48	2¼	1/8	1	96 7/8	56 7/8	189	34	8½
Acme 20L–1½	3	1/4	1¼	1¼	V	7	1½	11	1¼	34	1¼	F	12	3	¼	4	12	3	¼	4	108 5/8	63 3/8	200	34	10½
Acme 60L–3	3	1/4	1¼	1¼	V	11½	1½	12½	1½	41¾	1½	F	13	3½	¼	4	13	3½	¼	4	140 11/16	79 5/8	235½	34	10
Acme K (Bus)	4	1/4	1¼	1¼	V	12¾	1½	12¾	1½	34½	1¼	F	13	3½	¼	2	15½	3¾	¼	2	220 1/8	127 5/8	312	41 3/8	6
Acme 90–4½	3	1/4	1½	1½	V	10	1½	12	1½	41¾	1½	F	15½	3¾	¼	2	15½	3¾	¼	2	150¼	95¼	243	36	10¾
Acme 90L–4½	4	1/4	1½	1½	V	10	1½	10	1½	40½	1¾	F	15½	3¾	¼	2	15½	3¾	¼	2	153¾	96¾	255	37	10¾
Acme 125–6¼	4	1/4	1½	1½	V	10	1½	10	1½	40½	1¾	F	18	4	¼	2	18	4	¼	2	159¾	99¾	261	37	10
American-LaFrance W	3	1/4	1 1/16	1 1/16	V	5½	1½	10½	1½	36	2	F	†	†	¼	4	17	3½	¼	4	132	81 1/8	236 1/8	33	10
American-LaFrance W	3	1/4	1 1/16	1 1/16	V	5½	1½	10½	1½	36	2	F	†	†	¼	4	17	3½	¼	4	156	98 1/8	260 1/8	33	10
American-LaFrance W	3	1/4	1 1/16	1 1/16	V	5 7/8	1½	10½	1½	36	2	F	†	†	¼	4	17	3½	¼	4	180	110 1/8	284 1/8	33	10
American-LaFrance Y	3	1/4	1 1/16	1 1/16	V	9	1½	11½	1½	42	2	F	11¾	8	¼	2	21	4	¼	4	144¼	89 1/8	244¼	35 1/16	9
American-LaFrance Y	3	1/4	1 1/16	1 1/16	V	9	1½	11½	1½	42	2	F	11¾	8	¼	2	21	4	¼	4	168¼	103 1/8	268¼	35 1/16	9
American-LaFrance Y	3	1/4	1 1/16	1 1/16	V	9	1½	11½	1½	42	2	F	11¾	8	¼	2	21	4	¼	4	210¼	124 1/8	310 1/8	35 1/16	9
American-LaFrance Y	3	1/4	1 1/16	1 1/16	V	9	1½	11½	1½	42	2	F	11¾	8	¼	2	21	4	¼	4	144¼	90¼	244¼	36	10
American-LaFrance V	3	1/4	1 1/16	1 1/16	V	9	1½	11½	1½	42	2	F	11¾	8	¼	2	21	4	¼	4	192¼	113 1/8	292¼	35 1/16	9
American-LaFrance Y	3	1/4	1 1/16	1 1/16	V	9	1½	11½	1½	42	2	F	11¾	8	¼	2	21	4	¼	4	210¼	125	310¼	36	10
American-LaFrance V	3	1/4	1 1/16	1 1/16	V	9	1½	11½	1½	42	2	F	11¾	8	¼	2	21	4	¼	4	Opt	71 5/8	215 3/8	32	9¾
American-LaFrance Y	3	1/4	1 1/16	1 1/16	V	9	1½	11½	1½	42	2	F	11 1/16	3¼	¼	4	11 1/16	3¼	¼	4	Opt	77 1/8	228 3/8	32	10
American-LaFrance V	3	1/4	1 1/16	1 1/16	V	10	1¾	16½	1¼	33 11/16	1½	F	13	3½	¼	4	13	3½	¼	4					
Armleder 30–1½	3	1/4	1¼	1/4	V	12	2	17¾	1¼	35¾	2	F													
Armleder 50–2½	4	1/4	1¼	1/4	V																				
Atterbury 24-R	4	1/4	1¼	3/8	V	10½	1½	16	1½	34½	5/8	V	11 1/4	3¼	¼	4	11 1/4	3¼	¼	4	119¼	76	211¾	34	9½
Atterbury 22C–2½	4	1/4	1¼	3/8	V	10½	1½	16	1½	40½	1½	F	13 1/4	3½	¼	4	13 1/4	3½	¼	4	129¼	78¾	225	34	9¾
Atterbury 22D–3½	4	1/4	1½	3/8	V	10½	1½	16	1½	40½	1½	F	15 5/8	3¾	¼	4	15 1/4	3¾	¼	4	142¾	93¾	242	37½	10 1/4
Atterbury 24E	4	1/4	1½	3/8	V	10½	1½	16	1½	42¾	1¾	F	17¾	4	¼	4	17¾	4	¼	4	159¾	89¾	263	37½	10 1/4
Autocar XXI–F–1½	4	1/4	1 1/16	1 5/8	V	5	1⅛	9½	1⅛	.....	.....	...	16¼	2½	¼	4	13½	2½	¼	4	91	67	156	34	9½
Autocar XXI–G–1½	4	1/4	1 1/16	1 5/8	V	5	1⅛	9½	1⅛	.....	.....	...	16¼	2½	¼	4	13½	2½	¼	4	114	90	179	34	9½
Autocar XXVI–M4–6	4	1/4	1 1/16	1 5/8	V	3½	1½	3½	1½	49½	2	F	23½	2¾	¼	4	23½	2¾	¼	4	139¾	80¾	223¼	34½	10
Autocar XXVI–L4–6	3	1/4	1 1/16	1 5/8	V	3½	1½	3½	1½	49½	2	F	23½	2¾	¼	4	23½	2¾	¼	4	175¾	116¾	292¼	34½	10
Autocar XXVII–H3	3	1/4	1 1/16	1 5/8	V	3½	1½	3½	1½	47½	2	F	20½	2	¼	4	20½	2	¼	4	131½	76	213¼	34½	10 1/8
Autocar XXVII–K3	3	1/4	1 1/16	1 5/8	V	3½	1½	3½	1½	47½	2	F	20½	2	¼	4	20½	2	¼	4	155½	100	237¼	34½	10 1/8
Available J–H–1½	4	1/4	2¼	1 1/16	....	11	1⅝	14	1⅝	40	2	...	48	2½	¼	2	36	2½	¼	2	120	80½	201¼	32	9
Available J–H2	4	1/4	2¼	1 1/16	V	12	1⅝	14	1⅝	40	2	F	48	2½	¼	2	36	2½	¼	2	120	84½	212	32	9
Available J–H–2½	3	1/4	2¼	1 1/16	....	11	1⅝	14	1⅝	40	2	...	48	2½	¼	2	36	2½	¼	2	144	85 5/8	226 7/8	32	9
Available J–H–2½	4	1/4	2½	1 1/16	V	12	1⅝	14	1⅝	42	2	F	13½	3½	¼	4	13½	3½	¼	4	168	106 3/8	254 7/8	36	9
Available J–H3½	4	1/4	2½	1 1/16	....	12	2	16	2	40	2	...	16	3¾	¼	4	16	3¾	¼	4	168	112 5/8	263 1/8	38	9
Available J–H5	3	1/4	2½	1 1/16	....	12	2	16	2	40	2	...	18	4	¼	4	18	4	¼	4					
Bessemer G–1	3	1/4	1	1/4	V	11½	2¼	10	2¼	42	5/16	V	46	2½	1/4	2	44	2¼	1/4	2	98¼	58½	182¾	34	.....
Bessemer H–2–1½	3	1/4	1	1/4	V	11½	2¼	10	2¼	43	5/16	V	16 1/16	2	1/4	8	16 1/16	2	1/4	8	116	76	203	34	.....
Bessemer J2–2½	3	1/4	1¼	1/4	V	12	1½	5	1⅛	36¼	1¼	F	18 3/16	2¼	1/4	8	18 1/16	2¼	1/4	8	142 1/16	92¼	229	34	.....
Bethlehem KN–1	3	1/4	....	1/4	V	8¾	2 1/16	8	2 1/16	35½	1¼	F	20½	1¾	1/4	2	20½	1¾	1/4	2	89¼	56¾	175	32 1/16	10½
Bethlehem GN–2	3	1/4	....	1	V	8½	2 5/16	9½	2 5/16	40 7/8	1½	F	51	2½	1/4	1	37	2½	1/4	1	116 3/4	74	208¼	34½	9¾
Bethlehem L	3	1/4	....	1¼	V	8½	2 5/16	9½	2 5/16	40 7/8	1½	F	51	2½	1/4	1	37	2½	1/4	1	134¾	81½	226¾	34½	8½
Bets J3–1	3	1/4	1	1¼	V	12	1½	17	1¼	33½	1½	F	11	3	1/4	4	11	3	1/4	4	126	90	215	34	10
Bets D3–2½	3	1/4	1	1¼	V	12	2 1/16	12	1½	33½	1¼	F	12	3¼	1/4	4	12	3½	1/4	4	Opt	.....	.....	34	.....
Brinton C–1½	3	1/4	1¼	5/16	....	11	1¼	13	1¼	33	1¼	F	39	2½	1/4	1	38	2½	1/4	1	118	.....	.....	.....	33
Brinton D–2½	3	1/4	1 1/16	5/16	....	11	1¼	13	1¼	33	11/16	F	13	3½	1/4	2	13	3½	1/4	2	135½	.....	.....	.....	.....
Brockway S–12–1½	3	1/4	1	1¼	V	10½	2¼	5½	2¼	39	1¼	F	10	3½	1/4	4	10	3¼	1/4	4	118	72	118½	32	.....
Brockway K–11–2½	4	1/4	1¼	1½	V	6½	1¾	13	1¾	34	1¼	F	13	3½	1/4	4	13	3½	1/4	4	142	89½	123½	34	.....
Brockway R–12–3½	4	1/4	1¼	1½	V	9½	1¾	14	1¾	34	1½	F	15½	3¾	1/4	4	15½	3¾	1/4	4	176	102¾	175	36	.....
Brockway T–6–5	4	1/4	1½	1¾	V	13	2	22	2	40 3/8	2	F	17¾	4	1/4	4	17¾	4	1/4	4	176	104½	176	36	.....
Casco A–1	4	1/4	1 1/16	1/4	V	12	1¾	14½	1¼	34¾	1½	F	48½	2½	1/4	1	48	2¼	1/4	2	104	61	192¾	34	10
Chevrolet Sup. Com. Chassis	3	1/4	1	1/4	V	7½	1¼	5 5/8	1¼	29 11/16	11/16	V	34	1½	1/4	2	32 5/8	1¾	1/4	2	Opt	Opt	146 1/4	44 1/8	9 7/8
Chevrolet Utility Exp	3	1/4	1	1/4	V	7½	1¼	5 5/8	1¼	29 11/16	11/16	V	37	2	1/4	2	32 5/8	1¾	1/4	2	Opt	Opt	156 11/16	37	10
Clinton 20–1¼	4	1/4	1 1/16	1/4	H	8	1¼	14	1¼	33	1¼	F	11¾	3¼	1/4	4	11¾	3¼	1/4	4	112	73¾	207	34	10
Clinton 45–2	4	1/4	1 1/16	1/4	H	11	1¾	17½	1¼	36¾	2	F	11¾	3¼	1/4	4	11¾	3¼	1/4	4	131	81	233	33¼	9
Clinton 65–3	4	1/4	1 1/16	1/4	H	11	2	19	1¼	38 3/8	2	F	13 1/4	3½	1/4	4	13 1/4	3½	1/4	4	166	102	270½	33¼	9¼
Clinton 90–90M–4	4	1/4	1 1/16	1/4	H	13¼	2	19	1¼	38 3/8	2	F	15 5/8	3¾	1/4	4	15 5/8	3¾	1/4	4	163	105	270½	38	8½
Clinton 120L–120LM–5	4	1/4	1½	1/4	H	12	2	18	1½	41	2	F	18	4	1/4	4	18	4	1/4	4	206½	115	318	38	8
Clinton 120S–120SM–5–7	4	1/4	1½	1/4	H	12	2	18	1½	41	2	F	18	4	1/4	4	18	4	1/4	4	130½	91	242	38	10
Clydesdale 120B–5–5–6	3	1/4	1 1/16	1/4	V	9	2	18½	2	46½	2	F	18	4	1/4	4	18	4	1/4	4	131	.....	.....	38	.....
Clydesdale 90–3½–4½	3	1/4	1 1/16	1/4	V	9	1½	14	1½	42	1½	F	16	3¾	1/4	4	16	3¾	1/4	4	143	.....	.....	38	.....
Clydesdale 65EX 2½–3	3	1/4	1 1/16	1/4	V	11	1½	14	1½	42	1½	F	13¼	3½	1/4	4	13¼	3½	1/4	4	132	.....	.....	33¼	.....
Clydesdale 65X–2½–3	3	1/4	1 1/16	1/4	V	11	1½	11	1½	11	1½	F	13¼	3½	1/4	4	13¼	3½	1/4	4	137	.....	.....	33¼	.....
Clydesdale 65X–2½–3	3	1/4	1 1/16	1/4	V	15	2	12	2	41	3/4	V	12	3¼	1/4	4	12	3¼	1/4	4	117	.....	.....	34	.....
Clydesdale 42–1½–2	3	1/4	1 1/16	1/4	V	15	2	12	2	41	3/4	V	11¼	3	1/4	4	11¼	3	1/4	4	95	.....	.....	34	.....
Clydesdale 20–1–1½	3	1/4	1 1/16	1/4	V	15	2	12	2	41	3/4	V	11¼	2½	1/4	4	11¼	2½	1/4	4	95	.....	.....	34	.....
Clydesdale 18–¾–1¼	3	1/4	1 1/16	1/4	V	9	2	9	2	41	3/4	V	11¼	2½	1/4	4	11¼	2½	1/4	4	109	.....	.....	34	.....
Clydesdale 10–¾–1¼	3	1/4	1 1/16	1/4	V	9	2	9	2	41	3/4	V	11¼	2½	1/4	4	11¼	2½	1/4	4	109	.....	.....	34	.....
Clydesdale 10A–1–¾–1¼	3	1/4	1 1/16	1/4	V	10	1¼	12	1¼	39	1¼	F	23	1¾	1/4	4	23	1¾	1/4	4	Opt	Opt	Opt	32½	10
Columbia H–1½	3	1/4	1	....	V	10	1¼	12	1¼	39	1¼	F	26	2	1/4	4	26	2	1/4	4	Opt	Opt	Opt	32½	9
Columbia G–2½	3	1/4	1¼	....	V	11	1½	13	1½	42	2	F	26	2	1/4	4	26	2	1/4	4	Opt	Opt	Opt	32½	9
Columbia K–3	3	1/4	1¼	....	V	10	2	10	2	44	3/4	V	50	2	1/4	2	48½	2	1/4	2	92 5/8	53 1/8	193	34	8¾
Commerce 11–2000	3	1/4	1	1/4	V	10	2	9½	1½	39¾	1/4	F	11 1/4	3¼	1/4	4	11 1/4	3¼	1/4	4	117	75	210	34	8¾
Commerce 14B–3000	4	1/4	1	1/4	V	10	2	9½	1½	39¾	1/4	F	11 1/4	3¼	1/4	4	11 1/4	3¼	1/4	4	117	75	210	34	8¾

† 12 O. D. 7½ I. D.

Replacement Table—Continued

NAME, MODEL AND TONNAGE	ENGINE											BRAKE LINING							FRAME				
	Piston Rings		Carburetor			Upper Hose		Lower Hose		Fan Belt			Service				Emergency				Length			Width	
	No. per Cyl.	Width	Outlet Diameter	Inlet Diameter	Vertical or Horizontal	Length	Width	Length	Width	Length	Width	Type	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
Commerce 25B–5000	4	1/4	1 1/4	7/8	V	9 1/2	1 1/2	15 1/2	1 1/2	42	1 1/2	F	13	3 1/2	1/4	4	13	3 1/2	1/4	4	132	84	228 1/2	34	12 1/2
Concord E–1	4	1/4	1	7/8	H	7	1 7/8	9 1/2	1 3/8	33 1/2	2	F	12	3	1/4	4	12	3	1/4	4	.....	.....	.....	32 1/4	.....
Concord G–2	4	1/4	1	7/8	H	7	1 7/8	9 1/2	1 3/8	33 1/2	2	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4	.....	.....	.....	32 1/4	.....
Concord H–2	4	1/4	1 1/4	7/8	H	7	1 7/8	9 1/2	1 3/8	33 1/2	2	F	12	3 1/4	1/4	4	12	3 1/4	1/4	4	.....	.....	.....	32 1/4	.....
Concord J–2 1/2	4	1/4	1 1/4	7/8	H	7	1 7/8	9 1/2	1 3/8	33 1/2	2	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4	.....	.....	.....	32 1/4	.....
Concord JL–3	4	1/4	1 1/4	7/8	H	7	1 7/8	9 1/2	1 3/8	33 1/2	2	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4	.....	.....	.....	32 1/4	.....
Corbitt S–3/4	3	7/8	1	7/8	H	8	2	14	2	38	1 1/4	F	16 3/4	1 3/4	7/8	4	16 3/4	1 3/4	7/8	4	103	59	196	34	11 1/4
Corbitt E–1	3	7/8	1	7/8	H	9	2	12	2	41	1 5/8	V F	16 3/4	1 3/4	7/8	4	16 3/4	1 3/4	7/8	4	104	62	198	34	11 1/4
Corbitt D–1 1/2	3	7/8	1	7/8	V	11	1 1/4	15	1 1/4	46	1 1/2	F	18	2	1/4	4	18	2	1/4	4	110	72	206	34	10
Corbitt C–2	3	7/8	1 1/4	7/8	V	13	1 1/4	15	1 1/4	46	1 1/2	F	22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	4	132	78	230	35	10 1/4
Corbitt B–2 1/2	3	7/8	1 1/4	7/8	V	13	1 1/4	15	1 1/4	46	1 1/2	F	22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	4	136	78	232	35	10 1/4
Corbitt R–2 1/2–3	3	7/8	1 1/4	7/8	V	13	1 1/4	15	1 1/4	46	1 1/2	F	22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	4	153	92	254	35	10 1/4
Corbitt A–3 1/2–4	3	7/8	1 1/4	7/8	V	14	1 1/4	8	1 1/4	46	1 1/2	F	22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	4	168	106	266	35	9
Corbitt AA–5	3	7/8	1 1/2	1	V	14	1 1/4	8	1 1/4	46	1 1/2	F	21	4	1/4	2	21	3	1/4	2	168	106	268	38	10
						13	2	14	2	36	2	F	68 3/4	3	1/4	2	68 3/4	3	1/4	2					
Day-Elder G–1 1/2	4	7/8	1	1 1/4	V	.....	1 3/4	.....	1 1/4	.....	1 1/2	F	11 3/4	3 1/4	1/4	4	11 3/4	3 1/4	1/4	4	105 1/4	61 1/4	191	35	10 1/4
Day-Elder H–2	4	7/8	1	1 1/4	V	.....	1 3/4	.....	1 1/4	.....	1 1/2	F	11 3/4	3 1/4	1/4	4	11 3/4	3 1/4	1/4	4	132 1/4	77 1/4	218	34	9 3/4
Day-Elder I–2 1/2	4	1/4	1 1/4	1 1/2	V	.....	1 3/4	.....	1 1/4	.....	2	F	13 7/8	3 1/2	1/4	4	13 7/8	3 1/2	1/4	4	123 1/2	77 1/2	216	35	10 1/2
Day-Elder J–3	4	1/4	1 1/4	1 1/2	V	.....	2	.....	1 1/4	.....	2	F	13 7/8	3 1/2	1/4	4	13 7/8	3 1/2	1/4	4	115 3/4	77 1/4	214 1/2	35	10 1/2
Day-Elder K–4	4	1/4	1 1/4	1 1/2	V	.....	2	.....	1 1/4	.....	2	F	15 5/8	3 3/4	1/4	4	15 5/8	3 3/4	1/4	4	121	86	220	37	8 1/2
Day-Elder L–5	4	1/4	1 1/2	1 3/4	V	.....	2	.....	1 1/2	.....	2	F	17 1/2	4	1/4	4	17 1/2	4	1/4	4	148	88	253	37	10 1/2
Diamond T–75–1/4–1	3	1/4	3/4	1	V	8	1 1/2	10 1/2	1 1/4	33 1/4	1 1/4	F	22	2 1/2	1/4	2	46 5/8	2 1/4	7/8	1	90	57 1/2	182 1/2	34	.....
Diamond T–O4–1–1 1/4	3	7/8	1	1 1/4	V	9	1 1/4	6	1 1/4	35	2	F	48	2 1/2	7/8	2	33	2 1/2	7/8	2	100	.....	.....	34	.....
Diamond T–T–1 1/2	3	7/8	1	1 1/4	V	9	1 1/4	6	1 1/4	35	2	F	11 1/2	3 1/4	1/4	4	11 1/2	3 1/2	1/4	4	Opt	.....	.....	34	.....
Diamond T–U2–2 1/2	3	1/4	1 1/4	1 1/4	V	9	1 1/4	8	1 1/4	35	2	F	13 1/4	3 1/2	1/4	4	13 1/4	3 1/2	1/4	4	Opt	.....	.....	34	.....
Diamond TK–3 1/2	3	1/4	1 1/2	1 1/2	V	10	1 1/2	10	1 1/2	35	2	F	15 3/8	3 3/4	1/4	4	15 5/8	3 3/4	1/4	4	Opt	.....	.....	37	.....
Diamond T–S–5	3	1/4	1 1/2	1 3/4	V	9	2	21	2	40 3/8	2	F	18	4	1/4	4	17 1/2	4	1/4	4	Opt	.....	.....	37	.....
Dixon Model D	4	7/8	1	....	V	11	1 1/2	8	1 1/2	41	....	F	13	3 1/2	1/4	4	13	3 1/2	1/4	4	126	71	221 1/2	34 1/2	9 1/2
Dixon Model C	4	7/8	1 1/4	....	V	11	1 1/2	9	1 1/2	42	....	F	13	3 1/2	1/4	4	13	3 1/2	1/4	4	Opt	71	221 1/2	34 1/2	9 1/2
Dixon Model A	4	7/8	1 1/4	....	V	12	1 1/2	10	1 1/2	42	....	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4	Opt	71	221 1/2	36	9 1/2
Dorris K–4–2 1/2	3	1/4	1 1/4	1 1/4	V	2 1/4	1 1/2	6 1/4	1 1/4	42 7/8	2	F	15 3/4	3 3/4	1/4	4	15 3/4	3 3/4	1/4	4	142 3/4	96 1/2	233 1/2	34	9
Dorris K–7–3 1/2	3	1/4	1 1/4	1 1/4	V	2 1/4	1 1/2	6 1/4	1 1/4	42 7/8	2	F	15 3/4	3 3/4	1/4	4	15 3/4	3 3/4	1/4	4	178 1/2	130 1/2	270 1/2	36	9
Double Drive TT–3	4	1/4	1 1/4	7/8	V	12	2	19	1 1/2	34	2	F	8 5/8	4	1/4	4	18	4	1/4	*	132	100	216	34	9 1/4
Duplex G	4	7/8	1	....	V	.....	1 3/4	....	1 1/4	.....	.....	F	11	2 1/2	1/4	4	11	2 1/2	1/4	4	102	.....	.....	34	.....
Duplex GH	4	7/8	1	....	V	.....	1 3/4	....	1 1/4	.....	.....	F	19	2	1/4	4	19	2	1/4	4	112	.....	.....	34	.....
Duplex A	3	7/8	1 1/4	....	V	.....	1 3/4	....	1 1/4	.....	.....	F	20	2 1/4	1/4	4	20	2 1/4	1/4	4	121	.....	.....	34	.....
Duplex AC	3	7/8	1 1/4	....	V	.....	1 3/4	....	1 1/4	.....	.....	F	26	2	1/4	4	26	2	1/4	4	140	.....	.....	34	.....
Duplex E	3	1/4	1 1/4	1 1/2	V	.....	2	....	1 1/4	.....	.....	F	10	2 1/2	1/4	2	52	2 1/2	1/4	4	128	.....	.....	40	.....
Duplex FD	4	1/4	1 1/4	....	V	.....	2	....	1 1/4	.....	.....	F	26 1/4	2	1/4	4	26 1/4	2	1/4	4	Opt	.....	.....	34	.....
Eagle 100–2	4	7/8	1 1/4	1	V	14	2	16	1 1/4	36	1 1/2	...	49 1/2	3	7/8	2	46	2	7/8	2	Opt	.....	.....	36	.....
Eagle 101–1 1/4	4	7/8	1 1/4	1	V	14	2	16	1 1/4	34	1 1/2	..	21	2 1/2	7/8	4	21	2 1/4	7/8	4	Opt	.....	.....	31	.....
Eagle 104–2–3	4	1/4	1 1/4	1 1/4	V	14	2	16	1 1/4	36	1 1/2	F	49 1/2	3	7/8	2	46	2	7/8	2	Opt	.....	.....	32	.....
Eagle 105–2–3 Ton	4	1/4	1 1/4	1 1/4	V	14	2	16	1 1/4	36	1 1/2	F	58	2 1/2	7/8	2	44	2 1/2	7/8	2	Opt	.....	.....	32	.....
Fageol 235–2	3	1/4	1 1/8	1 1/8	V	7	1 1/2	15 1/2	1 1/2	37 3/4	1 1/2	F	12 1/4	3 1/4	1/4	2	12 1/4	3 1/4	1/4	2	120	68 3/4	222 1/4	34	.....
Fageol 340–3	3	1/4	1 1/8	1 1/8	V	7	1 1/2	15 1/2	1 1/2	37 3/4	1 1/2	F	13 1/2	3 1/2	1/4	2	13 1/2	3 1/2	1/4	2	141	81	243 1/4	34	.....
Fageol 445–4	3	1/4	1 5/8	2	V	10	1 1/2	17	1 1/2	40 1/4	1 1/2	F	15 3/4	3 3/4	1/4	2	15 3/4	3 3/4	1/4	2	159 1/2	102	268 3/8	37 3/4	.....
Fageol 645–6	3	1/4	1 5/8	2	V	10	1 1/2	17	1 1/2	40 1/4	1 1/2	F	18 1/8	4	1/4	2	18 1/8	4	1/4	2	159 1/2	102	268 3/8	37 3/4	.....
Federal R–3–1	4	7/8	1	....	V	.....	1 1/2	....	1 1/2	.....	.....	F	.....	.....	1/4	4	.....	.....	1/4	4	110	.....	.....	.....	.....
Federal S–23–1 1/2	4	7/8	1	....	V	.....	1 1/2	....	1 1/2	.....	.....	F	.....	.....	1/4	4	.....	.....	1/4	4	118	.....	.....	.....	.....
Federal U–3–2 1/2	4	1/4	1 1/4	....	V	.....	1 1/4	....	1 1/2	.....	.....	F	.....	.....	1/4	4	.....	.....	1/4	4	134	.....	.....	.....	.....
Federal W–3–4	4	1/4	1 1/4	....	V	.....	1 1/2	....	1 1/2	.....	.....	F	.....	.....	1/4	4	.....	.....	1/4	4	154	.....	.....	.....	.....
Federal X2–5	4	1/4	1 1/2	....	V	.....	1 3/4	....	1 1/2	.....	.....	F	.....	.....	1/4	4	.....	.....	1/4	4	15.	.....	.....	.....	.....
Federal Light Duty	4	1/4	1 1/4	....	V	.....	1 1/4	....	1 1/2	.....	.....	F	.....	.....	1/4	4	.....	.....	1/4	4	86	.....	.....	.....	.....
Federal Heavy Duty	4	1/4	1 1/4	....	V	.....	1 1/4	....	1 1/2	.....	.....	F	.....	.....	1/4	4	.....	.....	1/4	4	99	.....	.....	.....	.....
Ford T–1	3	1/4	1.06	1 1/8	H	4	2	2 3/4	1 3/4	26 1/8	1 1/8	R	23 3/8	1 1/8	1/8	1	12	1 5/8	1/8	2	60	.....	123	23	9 1/2
Front Drive FT–1 1/2	4	1/4	1	1 1/8	H	13 3/4	1 3/4	17	1 3/8	33	2	R	13	4	1/4	1	15	4	1/4	2	132	98	204	34	10 1/2
Fulton C–2	4	7/8	1 1/8	1 1/2	V	13	2	15	2	37 1/2	1 1/2	F	50 1/2	3	1/4	1	25	2 3/4	1/4	1	120	73	215 1/2	34	10
Fulton A–1	4	7/8	1 1/8	1 1/2	H	13	2	15	2	37 1/2	1 1/2	F	48	2 1/2	1/4	1	47 1/2	2 1/4	1/4	1	106	60	192	33 1/4	12
Fulton C–2	4	7/8	1 1/8	1 1/2	H	9 3/4	2	10	1 1/4	35 1/2	1 1/2	F	50 1/2	3	1/4	1	25	2 3/4	1/4	1	120	73	215 1/2	34	10
F. W. D. B–3	4	7/8	1 1/8	1 1/2	V	4	2	5	1 1/2	40	1 7/8	F	27	3 1/2	1/4	1	43	2 3/4	1/4	2	148	97	200	36	9 1/4
	3	1/4	1 1/8		V																				
Garford 15–1	4	7/8	1	....	V	.....	.....	.....	.....	34	1 1/2	R	11	2 1/2	1/4	4	11	2 1/2	1/4	4	96	61	187	34	11
Garford 30–1 1/2	4	7/8	1 1/4	....	V	.....	.....	.....	.....	31 1/2	5/8	R	11 3/4	3 1/4	1/4	4	11 3/4	3 1/4	1/4	4	120	71	220	34	9
Garford 50–2 1/2	4	7/8	1 1/4	....	V	.....	.....	.....	.....	38 5/8	5/8	R	13 7/8	3 1/2	1/4	4	13 7/8	3 1/2	1/4	4	144	82	246	34	7
Garford 80–4	4	1/4	1 1/4	....	V	.....	.....	.....	.....	39	2	R	15 5/8	3 3/4	1/4	4	15 5/8	3 3/4	1/4	4	150	88 1/2	251	36	7
Garford 68D–5	4	1/4	1 1/2	....	V	.....	.....	.....	.....	39 1/4	5/8	R	17 3/4	4	1/4	4	17 3/4	4	1/4	4	150	88 1/2	251	36	10
Garford 151–A–5	4	1/4	1 1/2	....	V	.....	.....	.....	.....	39 1/4	5/8	R	10 1/2	4	3/8	2	21 5/8	4	1/4	4	150	88 1/2	251	36	11
Gary WLD–1–1 1/2	4	7/8	1	3/8	V	.....	2	.....	.....	.....	1	F	11 1/2	3	1/4	4	11 1/2	3	1/4	4	97 3/8	.....	.....	34	11 1/2
Gary G15–1 1/2	4	1/4	1 1/4	3/8	V	13 1/2	2	12	1 1/4	32	1 1/4	F	12	3 1/4	1/4	4	12	3 1/4	1/4	4	120	72	214	34	10 1/2
Gary E25–2 1/2	4	1/4	1 1/4	3/8	V	10	2	12	1 1/4	36	2	F	12 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4	120	76	214	34	10
Gary Y35–3 1/2	4	1/4	1 1/4	3/8	V	13	2	16 1/2	1 1/4	36	2	F	15 3/4	3 3/4	1/4	4	15 3/4	3 3/4	1/4	4	148	86	247	36 3/4	10 1/2
Gary B50–5	4	1/4	1 1/2	3/8	V	14	2	18	1 3/8	.....	2	F	18 1/4	4	1/4	4	18 1/4	4	1/4	4	168	99	275	39	8 3/4
G.M.C. K–16	4	1/4	1 1/4	1 5/8	V	8 3/4	1 1/2	8 1/2	1 1/2	33 1/2		V	49 5/8	2 1/8	1/4	2	47	2 1/8	1/4	2	89	57	183 1/2	34	9 1/2
G.M.C. K–41	4	1/4	1 1/4	1 5/8	V	10	1 3/4	9 1/2	1 3/4	35 3/4		V	13	3 1/2	1/4	4	13	3 1/2	1/4	4	Opt	Opt	Opt	33	9 1/2
G.M.C. K–71	4	1/4	1 1/4	1 5/8	V	11 3/4	1 3/4	9 1/2	1 3/4	35 3/4		V	15 1/2	3 3/4	1/4	4	15 1/2	3 3/4	1/4	4	Opt	Opt	Opt	38	10 1/4
G.M.C. K–101	4	1/4	1 1/4	1 5/8	V	11 3/4	1 3/4	9 1/2	1 3/4	35 3/4		V	17 3/4	4	1/4	4	17 3/4	4	1/4	4	Opt	Opt	Opt	38	9 3/4
Gotfredson 20–B–1	4	7/8	1	1	V	10 1/4	1 3/4	10 1/2	1 1/4	32 1/8	1 1/2	F	42 1/4	3 1/4	1/4	4	11	2	1/4	2	86 1/8	56 1/8	181 1/4	32 1/2	8 1/8
Gotfredson 30–1 1/2	4	7/8	1	1	V	10 1/4	1 3/4	10 1/2	1 1/4	32 1/8	1 1/2	F	11 3/4	3 1/4	1/4	4	.....	.....	.....	.....	118 1/8	69 1/8	213 1/4	32 1/2	.....
Gotfredson 41–2	4	1/4	1 1/4	1 1/4	V	8 1/2	1 3/4	4	1 1/4	36 1/4	2	F	11 3/4	3 1/4	1/4	4	.....	.....	.....	.....	119 1/8	67 1/8	216 1/2	32	.....
Gotfredson 60–3	4	1/4	1 1/4	1 1/4	V	11	2	16 1/4	1 1/4	41	1 3/4	F	11 3/4	3 1/4	1/4	4	13 1/2	3 1/2	1/4	4	127	81 1/8	218 1/2	33	.....
Gotfredson 80–4	4	1/4	1 1/4	1 1/4	V	14	2	18	1 1/2	43	2	F	11 3/4	5	1/4	4	15 1/2	3 3/4	1/4	4	147	88 3/4	242 1/2	35	8 1/2
Gotfredson 100–5	4	1/4	1 1/4	1 1/4	V	14	2	19	1 1/2	43	2	F	11 3/4	7	1/4	4	18 1/4	4	1/4	4	156	93	256 1/2	38	10 1/4
Graham Bros. BB–1	4	1/4	1 1/2	1	V	9	1 1/2	7 1/4	1 1/4	34 1/2	1	F	12 3/4	7	1/4	4	18 1/4	4	1/4	4	86 3/4	46 3/4	192 3/4	34	.....
Graham Bros. CB&MB–1 1/2	4	1/4	1 1/2	1	V	9	1 1/2	7 1/4	1 1/4	34 1/2	1	F	41 3/4	2 1/4	1/4	2	41 3/4	2 1/4	1/4	2	96 3/4	56 3/4	202 3/8	34	.....
Graham Bros. LB&FB–1 1/2	4	1/4	1 1/2	1	V	9	1 1/2	7 1/4	1 1/4	34 1/2	1	F	41 3/4	2 1/4	1/4	2	41 3/4	2 1/4	1/4	2	132 3/4	74 3/4	238 3/8	34	.....
Gramm-Bernstein 10 Sp'd–1	3	1/4	1	1 1/2	V	11	2 1/4	14 1/2	2 1/4	29	1	F	48	2	1/4	2	26	2	1/4	1	97	54	180	30 1/2	.....
Gramm-Bernstein 15–1 1/2–2	3	1/4	1	1 1/2	V	10 1/4	2	6	2	39	1 1/4	F	48 1/2	2	1/4	2	45 7/8	2	1/4	2	120	74	205 1/8	32	.....
Gramm-Bernstein 65–1 1/2–2	3	1/4	1	1 1/2	V	10 1/4	2	6	2	39	1 1/4	F	19 3/4	1 3/4	1/4	4	19 3/4	1 3/4	1/4	4	120	74	205 1/8	32	.....
Gramm-Bernstein 125–2 1/2	3	1/4	1 1/4	1 1/2	V	4 1/2	1 1/2	12	1 1/2	32	2	F	8	5	1/4	4	45	2	1/4	4	120	74	205 1/8	32	.....
Gramm-Bernstein 30–3	3	1/4	1 1/4	1 1/2	V	11	1 1/2	9	1 1/2	33 3/4	2	F	22 3/4	2 1/4	1/4	4	22 3/4	2 1/4	1/4	4	126	77 3/4	214	32	.....
																					129 3/4	81 3/4	226 3/4	36	.....

Replacement Table—Continued

NAME, MODEL AND TONNAGE	ENGINE											BRAKE LINING								FRAME				
	Piston Rings		Carburetor			Upper Hose		Lower Hose		Fan Belt			Service				Emergency				Length			Width	
	No. per Cyl.	Width	Outlet Diameter	★ Inlet Diameter	Vertical or Horizontal	Length	Width	Length	Width	Length	Width	Type	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
Gramm-Bernstein 75P–3½	3	¼	1¼	1½	V	11	1½	9	1½	33¾	2	F	22¾	2¼	⅛	4	22¾	2¼	⅛	4	129¾			36	
Gramm-Bernstein 40–4	3	¼	1¼	1½	V	11	1½	9	1½	33¾	2	F	28¾	2¾	¼	4	28¾	2¾	¼	4	144	87¾	240¾	36	
Gramm-Bernstein 50–5–6	3	¼	1½	1¾	V	23¼	2	13¾	1⅞	40¾	2	F	32 ⅜	2¾	¼	4	32 ⅜	2¾	¼	4	132	97	263½	36	
Grass Premier 40A	3	⅛	1	1½	V	12	2¼	14½	2¼	29	1	F	22½	1¼	⅛	4	48	2½	⅛	2	98	70	192	31	
Grass Premier 60A1½	4	⅜	1¼	1½	V	14	2½	16	2½				48½	2	⅛	2	47	1½	⅛	2	108	66	204	31	
Grass Premier 70A2½	4	⅜	1¼	1½	V	14	2½	16	2½												120		214	31	
Grass Premier 90A3½	3	¼	1½	1¾	V	11	1½	11	1½	40	1½	F	15⅝	3¾	¼	4	15¾	3¾	¼	4	95	83	192	35	
G. W. W. Super	3	⅛	1¼	1¾	V	8	1¾	17½	1¾	37½	1¼	F	49	2½	¾	2	47	1½	⅛	2	89	72	192	32	11½
Harvey WOA–2	4	¼	1¼	2	V	11	2	14	1¼	35⅝	2	F	45	2	¼	2	45	2	¼	2	139	87	242¼	32	10
Harvey WFB–2½	4	¼	1¼	2	V	11	2	14	1¼	35⅝	2	F	50	2¼	¼	2	50	2¼	¼	2	139	87	242¼	32	10
Harvey WHB–3½	4	¼	1½	2	V	12	2	14	1¼	36½	2	F	20¾	4	¼	4	20¾	3	¼	4	151¾	85¾	258⅜	35	9
Harvey WFT–6	4	¼	1¾	2	V	12	2	14	1¼	36½	2	F	50	2¼	¼	2	50	2¼	¼	2	84	52	189 ⅛	32	10
Harvey WHT–10	4	¼	1½	2	V	12	2	14	1¼	36½	2	F	20¾	4	¼	4	20¾	3	¼	4	86	52½	191 ⅛	35	9
Hawkeye O	4	⅛		1	V	12	2	9	1¼		2	F													
Hawkeye K	4	⅛		1¼	V	12	2	9	1¼		2	F													
Hawkeye M	4	¼		1¼	V	12	2¼	9	1½		2	F													
Hawkeye N	4	¼		1¼	V	14	2½	12	1½		2½	F													
Indiana 15–1½	3	¼	1¼			17	1¼	14	1¼	38½	1	F	19	2	⅛	4	19	2	⅛	4	114	67 ⅛	213¼	34	10¼
Indiana 20–2	3	¼	1¼			6	1¼	13	1¼	26⅜	1½	F	22¼	2¼	¼	4	22¼	2¼	¼	4	126	74½	226½	33	10¼
Indiana 25–2½	3	¼	1¼			6	1¼	13	1¼	26⅜	1½	F	22¼	2¼	¼	4	22¼	2¼	¼	4	138	81	229 ⅛	33	9¾
Indiana 35–3½	3	¼	1¼			6	1¼	13	1¼	26⅜	1½	F	20¾		¼	4	20¾		¼	4	139	79¾	244¾	34½	8¾
Indiana 51–5	3	¼	1¼			10	1½	17½	1½	40½	1¾	F	65 ⅛	3	⅜	2	65 ⅛	3	⅜	2	152¼	87	260	37½	10½
Inter'l S–2000 lbs.–Sp. Tr	3	¼	1¼	1¾	V	9¾	2¼	17¾	2½	30¾	1		38	2	⅛	2	36	2		2	88			34	
International 33–3000 lbs	4	¼	1¼	1¾	V	6¼	2½	6½	2½	43½	1½	F	43¾	2¼	⅛	2	43¾	2¼	⅛	2	101¾	57¼	194¾	34	11½
International 43–4000 lbs	4	¼	1¼	1¾	V	6¼	2½	6½	2½	43½	1½	F	50⅝	2¼	⅛	2	50⅝	2¼	⅛	2	109	59¾	202	32¾	11½
International 63–6000	4	¼	1¼	1¾	V	9	2½	14½	2	46	1¾	F	50⅝	2¼	⅛	2	50⅝	2¼	⅛	2	116 ⅛	67⅝	213 ⅛	34	11½
International 103	4	¼	1¼	1¾	V	9	2½	6¼	3	51	1¾	F									146	87½	244	34	12¾
Kelly-Springfield K70–1½–2	4	⅛	1¼	1 ⅛	V	12¼	1½	16	1½	41⅜	1½	F	17⅜	2⅜	⅛	4	17⅜	1⅞	⅛	4	132	81	230	34	10
Kelly-Springf'd K41–3½–5	4	¼	1¼	1 ⅛	V	6¼	1⅝	24	1½	59⅝	1	F	3 ⅛	4½	¼	4	12	58	2½	⅛	144	87	248	36	9½
Kelly-Springf'd K61–5 to 7	4	¼	1¼	1 ⅛	V	7	1½	13	1½	41⅜	1½	F	3 ⅛	4½	¼	4	12	58	2½	⅛	144	87	248	36	9½
Kelly-Springfield K-75-2½	4	¼	1¼	1 ⅛	V	7	1½	13	1½	41⅜	1½	F	3 ⅛	4½	¼	4	12	21¼	2½	⅛	138	85	238	34	9¾
Kelly-Springfield K-76-2½	4	¼	1¼	1 ⅛	V	7	1½	13	1½	41⅜	1½	F	17⅜	2⅜	⅛	4	18	17⅜	1⅞	⅛	138	85	238	34	
Kenworth O–1	4	⅛	1		H	12½	1¼	18½	1¾	31	1½	F	18	2	⅛	4	18	2	⅛	4	120	77½	207½		
Kenworth M–2	4	⅛	1¼		H	12½	2	17	1½	37	2	F	22¼	2¼	¼	4	22¼	2¼	¼	4	122	74	218		
Kenworth KS–3	4	¼	1¼		H	11½	2	17	1½	36	2	F	22¼	2¼	¼	4	22¼	2¼	¼	4	136	83	233		
Kenworth L–4	4	¼	1¼		H	11½	2	17	1½	36	2	F	20¾	4	¼	4	20¾	3	¼	4	150	89	243		
Kenworth RS–5	4	¼	1½		H	10	2	15	1½	37½	1½	F	68¾	3	¼	4	68¾	3	¼	4	160	96	250		
King Zeitler 1	4	⅛	1	1 ⅛	V	11	1½	16	1½	40	1¼	F	11½	3¼	¼	4	11½	3¼	¼	4	Opt	Opt	Opt	32	10½
King Zeitler 1½	4	¼	1	1 ⅛	V	11	1½	16	1½	40	1¼	F	12¾	3¼	¼	4	12¾	3¼	¼	4	Opt	Opt	Opt	32	10¾
King Zeitler 2½	4	¼	1¼	1 ⅛	V	12	1½	16	1½	41	1½	F	13½	3½	¼	4	13½	3½	¼	4	Opt	Opt	Opt	32	10
King Zeitler 3½	4	¼	1¼	1 ⅛	V	12	1½	16	1½	42	1½	F	16	3¾	¼	4	16	3¾	¼	4	Opt	Opt	Opt	36	10¾
King Zeitler 5	4	¼	1½	1 ⅛	V	14	2	22	2	42	1½	F	18	4	¼	4	18	4	¼	4	Opt	Opt	Opt	36	10¾
Kissel 1 Ton	3	⅛		1¼		12¼	1¾	10	1½	46⅜	2	F	11	3	¼	4	12	3¼	¼	4	102	58½	201	34	
Kissel Utility 1½	3	⅛		1¼		12¼	1¾	10	1½	46¾	2	F	19	2	⅛	4	12	3¼	¼	4	120	70½	219	34	
Kissel Freighter 2	3	⅛		1¼		12¾	1¾	10	1½	49	2	F	14	2½	¼	4	14	3½	¼	4	144	80	243	34	
Kissel Heavy Duty 4	3	⅛		1¼		13¾	1¾	10	1½	52¼	2	F	14	2½	¼	4	14	3½	¼	4	156	94¾	251¼	36	
Kleiber 1½	4	¼	1¼		V	11	1½	13	1½	45½	1⅜	F	13	3¼	¼	4	13	3¼	¼	4	114			34	
Kleiber 2½	4	¼	1¼		V	12	1½	14	1½	47½	1⅜	F	14	3½	¼	4	14	3½	¼	4	150			34	
Kleiber 3½	4	¼	1½		V	13	1½	14½	1½	47½	1⅜	F	16	3¾	¼	4	16	3¾	¼	4	156			38	
Kleiber 5	4	¼	1¾		V	14	1½	15	1½	48½	1¾	F	18	4	¼	4	18	4	¼	4	171			38	
Krebs J–24	4	¼	1	⅛	V	8	1½	17	1½	42	1½	F	11¼	2½	¼	4	11¼	2½	¼	4	119	64	214	33	10¾
Krebs 50	4	⅛	1¼	⅛	V	10	1½	17	1½	42	1½	F	13½	3½	¼	4	13½	3½	¼	4	122	60	222	33	9
Krebs K–45	4	¼	1¼	⅛	V	10	1½	17	1½	42	1½	F	12	3¼	¼	4	12	3¼	¼	4	122	60	222	33	10
Krebs 80	4	¼	1¼	⅛	V	11	1½	17	1½	44	2	F	13½	3½	¼	4	12	3¼	¼	4	131	80	234	33¼	9
Krebs L–75	4	¼	1¼	⅛	V	11	1½	17	1½	44	2	F	13½	3½	¼	4	13½	3½	¼	4	131	80	234	33¾	9
Krebs 100	4	¼	1¼	⅛	V	11	1½	17	1½	44	2	F	16	3¾	¼	4	16	3¾	¼	4	131	87	234	38	10
Krebs L–110	4	¼	1¼	⅛	V	11	1½	17	1½	44	2	F	16	3¾	¼	4	16	3¾	¼	4	131	87	234	38	10
Krebs 130	4	¼	1½	⅛	V	11	1½	17	1½	44	2	F	16	3¾	¼	4	16	3¾	¼	4	126	92	234	38	10
Krebs B–120	4	¼	1½	⅛	V	11	1½	17	1½	44	2	F	16	3¾	¼	4	16	3¾	¼	4	126	92	234	38	10
Lange F–3½	4	¼	1 ⅛	1 ⅛	V	4	1½	14	1½	45	1½	F	13¾	3¾	¼	4	13¾	3¾	¼	4	159	104	251½	37	9½
Lange E–2½	4	¼	1 ⅛	1 ⅛	V	7	1½	14	1½	42	1½	F	11½	3½	¼	4	11½	3½	¼	4	139	85	229	33	10
Lange G–1½	4	¼	1 ⅛	1 ⅛	V	5½	1½	13	1½	40	1¼	F	12	3¼	¼	4	12	3¼	¼	4	114	73	205	33	9¾
Larrabee X2–1–1¼ Ton	3	⅛	1	1 ⅛	V	6	1¼	14	1¼	34	1¼	F	50	2	⅛	4	50	2	⅛	4	108	59	205	34	11
Larrabee J4–1½–2¼ Ton	3	⅛	1¼	1¾	V	6½	1¼	10	1½	41	1¼	F	19	2	⅛	4	19	2	⅛	4	108	67½	199	34	10½
Larrabee K5–2½–3½ Ton	4	¼	1¼	1¾	V	6	1½	11	1½	45½	1½	F	21	2¼	¼	4	21	2¾	¼	4	Opt	Opt	Opt	34	9¾
Larrabee L4–3½–4½ Ton	4	¼	1¼	1¾	V	6	1½	11	1½	45½	1½	F	21	4	¼	4	21	3	¼	4	Opt	Opt	Opt	36	9
Maccar EX–1¼	3	⅛	1¼	⅜	V	4½	1½	15	1½	35½	1¼	F	50	2	⅛	2	48	2	⅛	2	101⅝	68	192½	37	9½
Maccar V–1, 2	4	¼	1¼	⅜	V	4	1¾	19	1½	35	2	F	11⅝	3¼	¼	4	11⅝	3¼	¼	4	138¾	79¾	243⅜	34	10½
Maccar H–1, 3	4	¼	1¼	⅜	V	4	1¾	19	1½	35	2	F	13 ⅛	3½	¼	4	13 ⅛	3½	¼	4	138¾	79¾	243⅜	34	9½
Maccar M–2, 4	4	¼	1¼	⅜	V	4	1¾	19	1½	35	2	F	14¾	3¾	¼	4	14¾	3¾	¼	4	156¾	91¾	263½	34	8½
Maccar G–1 ,5	4	¼	1½	⅜	V	8	1¾	16½	1¾	40¾	2	F	18	4	¼	4	18	4	¼	4	163⅞	99⅞	278	37½	10
Mack AB–1½,2,2½–T–Ch	3	⅛	1¼	1⅜	V	7½	1¼	5⅜	1¼	36⅝	1¼	F	11⅝	4	¼	2	12	6	¼	4	Opt			33¼	
Mack Dual R'd'n–1½,2,2½	3	⅛	1¼	1⅜	V	7½	1¼	5⅜	1¼	36⅝	1¼	F	18¼	3½	¼	4	16½	2½	¼	4	Opt			33¼	
Mack AB–Tractor–5	3	⅛	1¼	1⅜	V	7½	1¼	5⅜	1¼	36⅝	1¼	F	11⅝	4	¼	4	16½	2½	¼	4	Opt			33¼	
Mack AC–3½,5,6,6½,7½	3	⅛	1½	1⅝	V	5	1¾	3¼	2				16⅜	3	¼	4	20½	3½	¼	4	Opt			37½	
Mack AC–Trac.–7,10,13,15	3	⅛	1½	1⅝	V	5	1¾	3¼	2				16⅜	3	¼	4	20½	3½	¼	4	Opt			37½	
Mason Road King	3	¼	1¼		V	11⅝	2	14⅞	1½		1½	F	42 ⅛	2¾	⅛	1	40⅝	2¾	⅛	1	130 ⅛	76 ⅛	212 ⅛	30	10
Master 22–1½	4	⅛	1¼	1 ⅛	V	13½	2	12½	1¼	30½	1	F	12	3¼	¼	2	12	3¼	¼	2	Opt			34 ⅛	
Master 41–2½	4	¼	1¼	1 ⅛	V	13½	2	12½	1¼	31	1¼	F	13¼	3½	¼	2	13¼	3½	¼	2	117⅛			34	
Master 51–3½	4	¼	1½	1 ⅛	V	13½	2	15	1¼	35	2	F	16	3¾	¼	2	16	3¾	¼	2	147¾			36¾	
Master 61–5	4	¼	1½	1 ⅛	V	13½	2	15	1¼	35	2	F	13¼	4	¼	2	18	4	¼	2	162 ⅛			36¾	
Master 64–5–6	4	¼	1½	1 ⅛	V	13½	2	15	1½	37	2	F	13¼	4	¼	2	18	4	¼	2	162 ⅛			39	
Menominee Hurryton –1	3	⅛	1¼	1¾	V	6	1½	12	1¼	40	1¼	F	48	2½	⅛	2	11	2½	⅛	2	102 ⅛		197	33	10½
Menominee H–1½	3	⅛	1¼	1¾	V	6	1½	12	1¼	40	1¼	F	47 ⅛	2½	⅛	2					122		216	32	10¾
Menominee D–2	3	⅛	1¼	1¾	V	6	1½	3	1¼	37¾	2	F	13½	3½	⅛	8	33¼	2½	⅛	2	146		224	32	10¾
Menominee HT–1¼	3	¼	1¼	1¾	V	6	1½	12	1¼	33¾	1¼	F	47 ⅛	2½	⅛	2	33¼	2½	⅛	2	102¾		192	32	10½
Moreland RR–1	3	⅛	1	1¼	V	8	1½	11¼	1½	34	1¼	F	49	2½	⅛	2	46	2½	⅛	2	108	56 ⅛	208⅜	34	
Moreland BX–1½	3	⅛	1¼	1½	V	8	1½	11¼	1½	34	1¼	F	12	3¼	¼	4	12	3¼	¼	4	108	56 ⅛	208⅜	34	
Moreland EX–2	3	⅛	1¼	1½	V	9	1½	14	1½	42	1¼	F	12	3¼	¼	4	12	3¼	¼	4	132	79 ⅛	226¼	34	
Moreland AX–3	3	⅛	1¼	1½	V	9	1½	13	1½	42	1¼	F	13½	3½	¼	4	13½	3½	¼	4	174	101¼	253	34	

Replacement Table—Continued

NAME, MODEL AND TONNAGE	ENGINE													BRAKE LINING							FRAME				
	Piston Rings		Carburetor			Upper Hose		Lower Hose		Fan Belt				Service				Emergency				Length			Width	
	No. per Cyl.	Width	Outlet Diameter	Inlet Diameter	Vertical or Horizontal	Length	Width	Length	Width	Length	Width	Type		Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
Moreland RX-5	4	1/4	1 1/2	1 3/4	V	8	1 1/2	14 1/2	1 1/2	42	2	F		15 1/2	3 3/4	1/4	4	15 1/2	3 3/4	1/4	4	192	115 1/4	271	38	....
Moreland RC-Bus	3	1/4	1	1 1/4	H	8	1 1/2	11 1/4	1 1/2	24	1 1/2	F		49	2 1/2	1/4	2	46	2 1/2	1/4	2	156	100	256	34	7
Moreland EC-Bus	3	1/4	1 1/4	1 1/2	H	9	1 1/2	13	1 1/2	42	1 1/2	F		13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4	152	102	254	34	8
Moreland AC-Bus	3	1/4	1 1/4	1 1/2	H	9	1 1/2	13	1 1/2	42	1 1/2	F		15 1/2	3 3/4	1/4	4	15 1/2	3 3/4	1/4	4	171	114 1/4	271	44	7
Nash 2018-1-1 1/2	4	1/4	1 1/4	1 1/4	....	3	1 1/2	7 3/4	1 1/4	36	1	F		49 1/8	2	1/8	2	20 7/8	2 1/2	1/8	1	104 1/2	61	193	30 1/2	9 1/4
Nash 3018-2-2 1/2	4	1/4	1 1/4	1 1/4	....	3	1 1/2	....	....	44	1	F		50 5/8	3	1/8	2	20 7/8	2 1/2	1/8	1	118 1/4	65	207	31 5/8	9 3/4
Nash 4017-2-2 1/2	3	1/4	1 1/4	1 1/4	....	7	1 1/2	....	....	44	2	F		49 1/2	2 1/2	1/4	4	25 1/8	2	1/4	1	117 1/8	85 1/2	202 1/2	38 1/8	14 1/2
National M	4	1/4	1	1/8	V	16	2 1/2	15	2 1/2	40	1 1/2	F		12	3 1/4	1/4	4	12	3 1/4	1/4	4	116	65	208	34	9 1/2
National T	3	1/4	1 1/4	1/8	V	12	1 1/2	18	1 1/2	40	1 3/4	F		13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4	123 1/2	80 1/2	220	34	9 1/2
National NB-3 1/2	3	1/4	1 1/2	1/8	V	10	1 1/2	17	1 1/2	40	1 3/4	F		16	3 3/4	1/4	4	16	3 3/4	1/4	4	142	91	243	36	8 1/8
Nelson & LeMoon GP-1	4	1/4	1 1/4	1/8	V	12	1 3/8	10	1 3/8	44	1 1/2	F		11 1/2	2 1/2	1/8	2	11 1/2	2 1/2	1/8	2	65	.....	.....	.....	11
Nelson & LeMoon GP-1 1/2	4	1/4	1 1/4	1/8	V	12	1 3/8	10	1 3/8	44	1 1/2	F		11 1/2	3	1/8	2	11 1/2	3	1/8	2	Opt	.....	.....	.....	11
Nelson & LeMoon GP-2	4	1/4	1 1/4	1/8	V	12	1 3/8	10	1 3/8	44	1 1/2	F		12	3 1/4	1/4	2	12	3 1/4	1/4	2	Opt	.....	.....	.....	11
Nelson & LeMoon G-3	4	1/4	1 1/4	1/8	V	12	1 3/8	10	1 3/8	44	1 1/2	F		13 1/2	3 1/2	1/4	2	13 1/2	3 1/2	1/4	2	Opt	.....	.....	.....	11
Nelson & LeMoon G-4	4	1/4	1 1/4	1/8	V	12	1 3/8	10	1 3/8	44	1 1/2	F		16 1/2	3 3/4	1/4	2	16 1/2	3 3/4	1/4	2	Opt	.....	.....	.....	11
Nelson & LeMoon G-5	4	1/4	1 1/4	1/8	V	12	1 3/8	10	1 3/8	44	1 1/2	F		18	4	1/4	2	18	4	1/4	2	Opt	.....	.....	.....	11
Netco DK-2	3	1/8	1 1/4	1 1/8	V	12	1 1/2	16	1 1/4	40 1/8	1 1/2	F		13 1/8	3 1/2	1/4	4	13 1/8	3 1/2	1/4	4	142	94	234 1/2	34 1/4	9
Netco HL-2 1/2-3	3	1/8	1 1/2	1 1/8	V	13	1 1/2	16	1 1/4	41 1/4	1 1/2	F		13 1/8	3 1/2	1/4	4	13 1/8	3 1/2	1/4	4	139 1/2	93 1/2	234 1/2	34 1/4	9
Noble A-76-1 1/2	4	1/8	1	1 1/8	V	10	1 3/4	12 1/2	1 1/4	33 1/2	1 1/2	F		47	2 1/2	1/4	2	45	2 1/2	1/4	2	100	58	191	34	.....
Noble A-21-1 1/2	4	1/8	1	1 1/8	....	10	1 3/4	12 1/2	1 1/4	33 1/2	1 1/2	F		19	2	1/4	2	19	2	1/4	2	102	74	203	34	.....
Noble B-31-2	4	1/8	1	1 1/8	....	7	1 7/8	16 1/2	1 1/4	34 1/4	1 7/8	F		43	2	1/4	2	43	2	1/4	2	126	80	221	34	.....
Noble D-52-3	4	1/4	1 1/4	1 1/8	....	9	2	12	1 1/4	34 1/4	1 7/8	F		21	2 1/4	1/4	4	21	2 1/4	1/4	4	.....	101	207	34	.....
Noble E-72-4	4	1/4	1 1/4	1 1/8	....	14 1/2	2	16	1 1/4	34 3/4	1 7/8	F		57	2 1/2	1/4	2	57	2 1/2	1/4	2	.....	114	218	36	.....
Northway B-2-2	3	1/8	1 1/8	1 3/4	V	5 1/4	2 1/4	13 7/8	1 1/4	46 11	5/8	V		50 1/2	2 1/4	1/4	2	50 1/2	2 1/4	1/4	2	133	62	223 1/2	33	9
Northway B-3-3 1/2	3	1/8	1 1/8	1 3/4	V	5 1/4	2 1/4	13 7/8	1 1/4	46 11	5/8	V		54	2 1/2	1/4	2	54	2 1/2	1/4	2	173	92	253 1/4	34 5/8	11
Ogden A-2-1	3	1/8	1	1	H	12	2	6	2	44	3/4	V		11	2 1/2	1/4	4	11	2 1/2	1/4	4	108	56	186	33 1/4	10 1/8
Ogden D-1 1/2	3	1/8	1	1	V	13	2	12	2	44	3/4	V		10 11	3	1/4	4	10 11	3	1/4	4	120	.....	.....	33 1/4	....
Ogden E-2 1/2	3	1/8	1 1/4	2	V	10	1 1/8	14	1 1/8	30	1 1/4	F		52	2 1/4	1/4	1	52	2 1/4	1/4	1	144	.....	.....	33 1/4	....
Ogden F-3 1/2	3	1/4	1 1/4	2	V	11	1/2	16	1 1/2	36	1 1/2	F		15 5/8	3 3/4	1/4	4		3/8	3 3/4	1/4	4	168	.....	.....	37	.....
Ogden G-5	3	1/4	1 1/2	3	V	9	2	18	2	40	2	F		11	6	1/4	2	25	4	1/4	4	168	.....	.....	37	.....
Oshkosh AW-2	3	1/8	1 1/4	1 1/2	H	16	2	17	2	33 1/4	1 1/4	F		23 5/8	3 1/2	1/4	1	43 1/2	2 1/2	1/8	2	108	75 5/8	189	34	.....
Oshkosh AAW-2	3	1/8	1 1/4	1 1/2	H	16	2	17	2	33 1/4	1 1/4	F		23 5/8	3 1/2	1/4	1	43 1/2	2 1/2	1/8	2	144	110 5/8	224	34	.....
Oshkosh BO-2 1/2	4	1/8	1 1/4	1 1/4	V	9 3/4	1 1/2	12	1 1/2	36 1/2	2	F		23 5/8	4 1/2	1/8	1	43 1/2	2 1/2	1/8	2	125	85 1/2	211	34	.....
Oshkosh BBO2 1/2	4	1/8	1 1/4	1 1/4	V	9 3/4	1 1/2	12	1 1/2	36 1/2	2	F		23 5/8	4 1/2	1/8	1	43 1/2	2 1/2	1/8	2	144	104 1/2	230	34	.....
Overland 1/2	4	1/8	1 1/8	1 5/8	H	.....	.....	.....	.....	.....	.....	...		.....	.....	.....	...	.....	.....	.....	...	31 1/4	29	127 1/4	26	9 1/2
Patriot 7R-1	3	1/8	1 1/8	3/8	H	8	2	9	2	39	1/4	F		40 1/2	1 3/4	1/8	1	40 1/2	1 3/4	1/8	1	93	56	184	33 1/4	11 1/4
Patriot 9-L-2	3	1/8	1 1/8	3/8	V	6	1 1/4	8	1 1/2	37	1 3/4	F		40 1/2	1 3/4	1/4	1	40 1/2	1 3/4	1/4	1	113	65	207	34	10
Patriot 11W-3	3	1/4	1 1/8	3/8	V	11	1 1/2	10	2	39	2	F		58	2 1/2	1/4	1	43	2 1/2	1/4	1	150	82	246	34	10
Penn 1	4	1/8	1 1/8	1 3/8	H	12	2 1/8	7 1/4	2 1/8	33 1/4	7/8	F		40	1 1/2	1/4	4	40	1 1/2	1/4	4	89	52	178	34	9 1/2
Penn 2	3	1/4	1	....	V	8	2 1/8	8	2 1/8	38	1	F		50 1/2	3	1/8	1	46 3/4	2	1/8	1	124	80	214	38	12
Pierce Arrow XA-2	3	1/8	1 1/8	1 5/8	V	16 3/8	2 1/8	14 1/4	2 1/8	43 1/2	1 1/2	F		15 1/8	3 3/4	1/4	4	15 1/8	3 3/4	1/4	4	125 1/8	70 11	225	34 1/8	8 1/8
Pierce Arrow XB-3	3	1/8	1 1/8	1 5/8	V	16 3/8	2 1/8	14 1/4	2 1/8	43 1/2	1 1/2	F		15 1/8	3 3/4	1/4	4	15 1/8	3 3/4	1/4	4	125 1/8	70 11	225	34 1/8	8 1/8
Pierce Arrow WC-4	3	1/8	1 11	1 1/8	V	11	2 1/8	15 1/2	2 1/8	43 1/2	1 1/2	F		9 11	6	1/4	2	18	4 3/4	1/8	4	133 1/4	78 3/4	237	38 1/8	7 11
Pierce Arrow RD-5-6	3	1/8	1 11	1 1/8	V	11	2 1/8	15 1/2	2 1/8	43 1/2	1 1/2	F		9 11	6	1/4	2	20 7/8	4 3/4	1/8	4	139 1/4	84 3/4	243	38 1/8	8 1/8
Pierce Arrow RF-7 1/2	3	1/8	1 11	1 1/8	V	11	2 1/8	15 1/2	2 1/8	43 1/2	1 1/2	F		9 11	6	1/4	2	20 7/8	4 3/4	1/8	4	139 1/4	84 3/4	243	38 1/8	8 1/8
Pierce Arrow XB-TT	3	1/8	1 1/8	1 5/8	V	16 3/8	2 1/8	14 1/4	2 1/8	43 1/2	1 1/2	F		15 1/8	3 3/4	1/4	4	15 1/8	3 3/4	1/4	4	77 1/8	48 11	172 1/8	34 1/8	8 1/8
Pierce Arrow RD-TT	3	1/8	1 11	1 1/8	V	11	2 1/8	15 1/2	2 1/8	43 1/2	1 1/2	F		9 11	6	1/4	2	18	4 3/4	1/8	4	77 1/4	48 3/4	173 5/8	38 1/8	7 11
Pierce Arrow RF-TT	3	1/8	1 11	1 1/8	V	11	2 1/8	15 1/2	2 1/8	43 1/2	1 1/2	F		9 11	6	1/4	2	20 7/8	4 3/4	1/8	4	77 1/4	48 3/4	173 5/8	38 1/8	8 1/8
Pioneer 59AA-1	3	1/8	1 1/4	1 1/2	V	13	2	12	2	35	1	F		14	1 3/4	1/4	4	14	1 3/4	1/4	4	102	.....	.....	30	.....
Power 1 1/2	3	1/8	1	....	V	8	1 1/4	10	1 1/4	36	1 1/4	F		11 3/4	3 1/4	1/4	4	11	3 1/4	1/4	4	.....	.....	.....	32	10 1/2
Power F-2 1/2	3	1/8	1	....	V	8	1 1/4	12 3/4	1 1/4	36	1 1/2	F		26 1/2	2	1/4	4	26 1/4	2	1/4	4	143	.....	.....	32	12
Power C-3 1/2	3	1/4	1 1/4	....	V	9	1 1/2	12	1 1/2	36	1 1/2	F		59	2 1/4	1/4	1	45	2 1/4	1/4	1	.....	.....	.....	36	12
Rainier R31-3/4	3	1/8	1	1/8	V	9	2	6	2	43 3/4	5/8	V		11	2 1/2	1/4	4	11	2 1/2	1/4	4	86 1/2	50 3/8	181	34	11 1/4
Rainier R29-1	3	1/8	1	1/8	V	9	2	6	2	43 3/4	5/8	V		11	2 1/2	1/4	4	11	2 1/2	1/4	4	96 1/2	57 1/8	190 1/4	34	10 1/4
Rainier R36-1 1/2	4	1/8	1	1/8	V	8	1 1/2	14	1 1/2	40	1 1/4	F		11 3/4	3 1/4	1/4	4	11	3 1/4	1/4	4	111	72 1/4	206 1/2	34	9 1/4
Rainier R28-2-2 1/2	4	1/4	1 1/4	1/8	V	9 1/2	1 1/2	14	1 1/2	42	1 1/4	F		20	2 1/4	1/4	4	20	2 1/4	1/4	4	124 3/4	80 1/2	225	33	9 1/8
Rainier R20-2 1/2-3	4	1/4	1 1/4	1/8	V	9 1/2	1 1/2	14	1 1/2	42	1 1/4	F		13	3 1/2	1/4	4	13	3 1/2	1/4	4	137 1/2	85 1/2	241 3/4	33	10
Rainier R25-3 1/2-5	4	1/4	1 1/4	1/8	V	9 1/2	1 1/2	14	1 1/2	42	1 1/4	F		15 1/2	3 3/4	1/4	4	15 1/2	3 3/4	1/4	4	157 1/2	91	263 1/8	37	8 3/4
Rainier R27-6-7	4	1/4	1 1/2	1/8	V	9 1/2	1 1/2	14	1 1/2	42	1 3/4	F		18	4	1/4	4	18	4	1/4	4	154 1/2	88	263 1/8	37	9 1/2
Reo F-2500 lbs	3	1/8	1	1 1/2	V	5 1/2	1	5 1/2	1	39 1/8	7/8	F		45 7/8	3	1/8	2	40 1/8	3	1/8	2	81 1/8	55 3/4	171	30	9 3/4
Rowe CDW-2 1/2	3	1/4	1 1/4	1/8	V	18	1 3/4	16	1 1/2	37	2	...		20	2 1/4	1/4	4	20	2 1/4	1/4	4	139 1/2	81 1/4	224 3/4	33	9 1/4
Rowe GSW-3	3	1/4	1 1/4	1/8	V	18	1 3/4	16	1 1/2	37	2	...		20	2 1/4	1/4	4	20	2 1/4	1/4	4	139 1/2	81 1/4	224 3/4	33	9 1/4
Rowe HW-4	3	1/4	1 1/4	1/8	V	18	1 3/4	16	1 1/2	37	2	...		22	4	1/4	4	22	3	1/4	4	163 1/2	99	249 1/2	36	9
Rowe FW-5	3	1/4	1 3/8	1/8	V	11	1 3/4	17	1 3/4	43	2	...		68	3	1/4	2	60	3	1/4	2	175 1/2	107 3/4	265	38 1/2	10 1/2
Ruggles 15-3/4	3	1/8	1	1/8	V	12 1/2	2	20	2	34 3/4	1 1/4	F		43 7/8	2	1/8	2	39	1 3/4	1/8	2	128	97 1/2	170	38 1/2	9 1/4
Ruggles 20R-1 1/4	3	1/4	1 1/4	1/8	V	7 1/2	2	13 1/2	1 1/4	35	1 1/2	F		48	2 1/2	1/8	2	46 5/8	2 1/4	1/8	2	96 5/8	55 3/8	186 3/4	34	11
Ruggles 20AR-1 1/4	3	1/4	1 1/4	1/8	V	7 1/2	2	13 1/2	1 1/4	35	1 1/2	F		48	2 1/2	1/8	2	46 5/8	2 1/4	1/8	2	104 1/2	65	194 3/4	34	11
Ruggles 40-2	3	1/4	1 1/4	1/8	V	7 1/2	2	13 1/2	1 1/4	35	1 1/2	F		47 1/2	2 1/2	1/8	2	33 3/4	2 1/2	1/8	2	134 1/4	75 1/2	224	34	8 1/4
Ruggles 40H-2 1/2	3	1/4	1 1/4	1/8	V	7 1/2	2	13 1/2	1 1/4	35	1 1/2	F		58	2 1/2	1/8	2	44	2 1/2	1/8	2	134 1/4	75 1/2	224	34	9 1/4
Rumely A-1 1/2-2	4	1/8	1 1/4	1/8	V	10 1/2	1 3/4	10 1/2	1 1/4	37	2	F		19 1/2	2	1/8	4	19 1/2	2	1/8	4	122	72	213	34	11
Sandow G-1	3	1/8	1 1/4	1	H	9	2	7	2	38 3/4	3/4	V		22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	4	96	.....	205	34	10 1/2
Sandow C-G-1 1/2	3	1/8	1 1/4	1	H	9	2	7	2	38 3/4	3/4	V		22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	4	120	.....	.....	34	10 1/2
Sandow J-2 1/4	3	1/8	1 1/2	1 1/4	V	7	1 1/4	13	1 1/4	39	7/8	F		11 3/4	3 1/2	1/4	4	11 3/4	3 1/2	1/4	4	Opt	.....	.....	32	10 1/2
Sandow M-3 1/2	3	1/8	1 3/4	1 1/4	V	9	1 1/2	13	1 1/4	40	7/8	F		13 1/2	4	1/4	4	11 3/4	3 1/2	1/4	4	Opt	.....	.....	37	11
Sandow L-5	...	...	...	...	...	...	...	...	...	...	...	...		13 1/2	4	1/4	4	11 3/4	3 1/2	1/4	4	Opt	.....	.....	37	11
Sanford W15-1 1/2	3	1/8	1	1	H	9	2 1/4	11	1 1/2	40	5/8	V		22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	4	120	71 3/4	205 3/4	32	11
Sanford 25-2 1/2	3	1/8	1 1/4	1 1/4	V	8	1 1/2	11	1 1/2	46	1 1/2	F		22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	4	144	109 1/2	238	35	9 1/4
Sanford 35-3 1/2	3	1/8	1 1/4	1 1/4	V	9	1 1/2	11	1 1/2	46	1 1/2	F		55 3/4	4	1/4	4	55 3/4	2 1/2	1/4	2	144	97 1/2	244	35	8 1/4
Sanford 50-5	3	1/8	1 1/4	1 1/4	V	9	1 1/2	11	1 1/2	46	1 1/2	F		65	2	1/4	2	65	2	1/4	2	144	97 1/2	244	35	10 1/2
Saurer 5AD-6 1/2	4	1/4	1 1/2	1 3/8	V	6	1 1/8	10	1 1/8	47 1/2	1 1/2	F		.....	.....	.....	...	.....	.....	.....	...	Opt	Opt	Opt	33 1/2	10
Schacht H-1 1/2	3	1/8	1 1/4	2	H	4 1/4	1 1/4	15	1 1/4	38	1 1/4	F		33	2 1/2	1/8	1	48	2 1/2	1/8	1	.....	.....	.....	31	.....
Schacht G-2-2 1/2-3	4	1/4	1 1/4	2	H	18	2	14	1 1/4	40	2	F		8 1/4	3	1/4	4	13 1/2	3 1/4	1/4	4	.....	.....	.....	35 1/4	.....
Schacht G-4-5	4	1/4	1 1/4	2	H	18	2	14	1 1/4	40	2	F		8 1/4	3	1/4	4	15	4	1/8	4	.....	.....	.....	35 3/4	.....
Selden 30C	4	1/8	1	1 1/8	V	6	1 1/2	11 1/2	1 1/2	41	1 1/4	F		11 1/8	3 1/4	1/4	4	11 1/8	3 1/4	1/4	4	114	71	198 1/2	34	.....
Selden 50B	4	1/4	1	1 1/8	V	8 3/8	1 1/2	14 3/4	1 1/2	39 1/4	1 1/2	F		13	3 1/2	1/4	4	13	3 1/2	1/4	4	136	82	227 3/4	34	.....
Selden 52	4	1/4	1 1/4	1 11	V	8 3/8	1 1/2	16 1/4	1 1/2	40 3/8	2	F		15 5/8	3 3/4	1/4	4	15 5/8	3 3/4	1/4	4	240	161	295	52	.....
Selden 53B	4	1/4	1 1/4	1 11	V	11 1/2	1 1/2	16 1/4	1 1/2	40 3/8	2	F		13	3 1/2	1/4	3	13	3 1/2	1/4	4	136	82	244	34	.....
Selden 70B	4	1/4	1 1/4	1 11	V	8 3/8	1 1/2	16 3/4	1 1/2	40 3/8	2	F		15 5/8	3 3/4	1/4	4	15 5/8	3 3/4	1/4	4	155	91	253 1/8	37 1/2	.....
Selden 73B	4	1/4	.....	.....	V	9	1 3/4	14 3/4	1 1/2	40 3/8	2	F		.....	.....	.....	...	.....	.....	.....	...	155	91	.....	.....	.....
Selden 90B	4	1/4	1 1/2	1 11	V	7	1 3/4	16 3/4	1 1/2	40 3/8	2	F		17 11	4	1/4	4	17 11	4	1/4	4	153	89	256 1/8	37 1/2	.....

Replacement Table—Continued

NAME, MODEL AND TONNAGE	ENGINE												BRAKE LINING								FRAME				
	Piston Rings		Carburetor			Upper Hose		Lower Hose		Fan Belt			Service				Emergency				Length			Width	
	No. per Cyl.	Width	Outlet Diameter	★ Inlet Diameter	Vertical or Horizontal	Length	Width	Length	Width	Length	Width	Type	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
Service 25F–1	4	1/8	1	1/8	V	12 1/2	1 3/4	10	1 1/4	32 3/8	1 1/2	F	20	2	1/8	4	20	2	1/8	4	106 3/4	65 3/4	203 1/2	32	7 1/4
Service 25C–1 1/2	4	1/8	1	1/8	V	12 1/2	1 3/4	10	1 1/4	32 3/8	1 1/2	F	20	2	1/8	4	20	2	1/8	4	61	50 3/4	157	32	8
Service 34–1 1/2	4	1/4	1 1/4	1/8	V	8	1 3/4	10	1 1/4	38	3/4	V	11 3/4	3 1/4	1/4	4	11 3/4	3 1/4	1/4	4	121	82 1/4	216 1/2	34	10 1/4
Service 61–2 1/2	4	1/4	1 1/4	1/8	V	10	2	10	1 1/4	38	3/4	V	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4	127 3/4	92 1/4	226 1/2	34	10
Service 81–3 1/2	4	1/4	1 1/4	1/8	V	10	2	11 1/2	1 1/4	40 3/4	3/4	V	15 1/2	3 3/4	1/4	4	15 1/2	3 3/4	1/4	4	144	100 1/4	245 3/4	38	8 1/2
Service 103–5	4	1/4	1 1/4	1/8	V	10	2	11 1/2	1 1/4	40 3/4	3/4	V	18	4	1/4	4	18	4	1/4	4	144	100 3/4	245 3/4	38	10
Standard 75–1 1/4	3	1/8	1	1 1/8	V	10 1/2	2 1/8	14 3/4	1 1/8	39 1/4	1 1/4	F	11 3/4	2 1/2	1/4	4	11 3/4	2 1/2	1/4	4	108	62 1/2	198	32	9 3/4
Standard 1 1/2 K–1–1 1/2	3	1/8	1	1 1/8	V	10 1/2	2 1/8	14 3/4	1 1/8	39 1/4	1 1/4	F	10 7/8	3	1/4	4	10 7/8	3	1/4	4	120	72 1/2	210	32	9 1/8
Standard 2 1/2 K–2 1/2 –3	3	1/8	1 1/4	1 1/4	V	10	1 7/8	16	1 7/8	40 7/8	1 1/2	F	13 1/8	3 1/2	1/4	4	13 1/8	3 1/2	1/4	4	132	83	220 1/2	32	12
Standard 3 1/2 K–3 1/2 –5	3	1/8	1 1/4	1 1/4	V	10	1 7/8	16	1 7/8	41 1/2	1 1/2	F	15 5/8	3 3/4	1/4	4	15 5/8	3 1/4	1/4	4	144	93 3/4	240	38	9 1/2
Standard 5K–5–7	3	1/4	1 1/2	1 1/4	V	8	1 7/8	3 1/2	1 7/8	42 1/4	1 3/4	F	17 1/4	4	1/4	4	17	4	1/4	4	144	93 3/4	244 1/2	38	9
Sterling GB2	6	1/4	1 1/4	1/4	V	10	1 1/2	18	1 1/2	38	1 1/2	F	15 1/8	3 3/4	1/4	4	15 1/4	3 1/2	1/4	4	.....	.....	287	34	.....
Sterling GB4	6	1/4	1 1/2	1/4	V	.....	1 1/2	....	1 1/2	40 1/2	1 1/2	F	15 1/8	3 3/4	1/4	4	15 1/8	3 1/2	1/4	4	.....	.....	287	34	.....
Sterling GB6	6	1/4	1 1/4	1/4	V	.....	1 1/2	....	1 1/2	.....	...	F	15 1/8	3 3/4	1/4	4	15 1/8	3 1/2	1/4	4	.....	.....	318	34	.....
Sterling DW8	3	1/4	1 1/4	1/4	V	11 1/2	1 1/4	....	1 1/4	.....	...	F	11 1/8	3 1/4	1/4	4	11 1/8	3 1/4	1/4	4	120	70	216	33 1/2	.....
Sterling EW23	3	1/4	1 1/4	1/4	V	13 1/2	1 1/2	22	1 1/2	40 1/2	...	F	17 3/4	4	1/4	4	17 3/4	4	1/4	4	150	91	259	30	.....
Sterling DW10, DW12	3	1/4	1 1/4	1/4	V	10	1 1/2	18	1 1/2	38	1 1/2	F	11 1/8	3 1/4	1/4	4	11 1/8	3 1/4	1/4	4	120	70	216	34	.....
Sterling DW14	3	1/4	1 1/4	1/4	V	10	1 1/2	18	1 1/2	38	1 1/2	F	13 3/8	3 1/2	1/4	4	13 3/8	3 1/2	1/4	4	138	84	234	34	.....
Sterling DWS14, DW16	3	1/4	1 1/4	1/4	V	10	1 1/2	18	1 1/2	38	1 1/2	F	13 3/8	3 1/2	1/4	4	13 3/8	3 1/2	1/4	4	138	84	234	34	.....
Sterling EW20	3	1/4	1 1/2	1/4	V	13 1/2	1 1/2	22	1 1/2	40 1/2	1 1/2	F	15 1/8	3 3/4	1/4	4	15 1/8	3 3/4	1/4	4	144	85	245	38	.....
Sterling EW25, EW27	3	1/4	1 1/2	1/4	V	10	1 1/2	18	1 1/2	40 1/2	1 1/2	F	17 3/4	4	1/4	4	17 3/4	4	1/4	4	158	91	259	38	.....
Sterling ECS24, ECS26 & 29	3	1/4	1 1/2	1/4	V	10	1 1/2	18	1 1/2	40 1/2	1 1/2	F	56 1/8	4 1/2	1/4	2	29 1/4	4	1/4	1	158	97	259	38	.....
Sterling EC29	3	1/4	1 1/2	1/4	V	13 1/2	1 1/2	22	1 1/2	40 1/2	1 1/2	F	56 1/8	4 1/2	1/4	2	29 1/4	4	1/4	1	158	97	259	38	.....
Sterling EC23	3	1/4	1 1/2	1/4	V	10	1 1/2	18	1 1/2	40 1/2	1 1/2	F	56 1/8	4 1/2	1/4	2	29 1/4	4	1/4	1	158	97	259	38	.....
Stewart M15–1 1/4	3	1/8	.....	1	.....	.....	.....	.....	.....	.....	.....	...	41 3/8	2	1/8	2	22 3/4	2	1/8	1	99 1/2	.....	.....	38	.....
Stewart M9–1 1/2	3	1/8	.....	1	.....	.....	.....	.....	.....	.....	.....	...	48 1/2	2	1/8	2	8	5	1/8	2	119 1/4	.....	.....	32	.....
Stewart M7X	3	1/4	.....	1 1/8	.....	.....	.....	.....	.....	.....	.....	...	50 5/8	2	1/8	2	8	5	1/8	2	132 3/4	.....	.....	32	.....
Stewart M10X	3	1/4	.....	1 3/8	.....	.....	.....	.....	.....	.....	.....	...	60	3	1/8	2	8	5	1/8	2	138	.....	.....	32	.....
Super Truck 50	3	1/4	1 1/4	1 1/4	V	18 1/2	1 3/4	19	1 1/2	37 1/2	1 1/8	F	51 1/2	2 1/4	1/4	2	51 1/2	1 1/4	1/4	2	135	84	243	36	9 1/2
Super Truck 70	3	1/4	1 1/4	1 1/4	V	18 1/2	1 3/4	19	1 1/2	37 1/2	1 1/8	F	55 1/2	2 1/2	1/4	2	55 1/2	2 1/4	1/4	2	144	97 1/8	249	34	10 1/2
Super Truck 100	3	1/4	1 1/2	1 1/4	V	6	1 3/4	19	1 3/4	42	1 1/8	F	68	3	1/4	2	51 1/2	3	1/4	2	144	97 1/8	249	34	10
Traffic C–4000	3	1/8	1	1/8	H	10 1/2	2	10 1/2	2	41 1/4	1 1/4	F	43 1/2	2 1/2	1/8	2	38	1 3/4	1/8	2	120 3/4	67 3/4	213 1/4	42	10 1/4
Traffic 6000	3	1/8	1	1/8	H	10 1/2	2	10 1/2	2	41 1/4	1 1/4	F	52	3	1/8	2	47	2	1/8	2	120 3/4	69 3/4	213 1/4	34	11 1/2
Traffic Speedboy	3	1/8	1	1/8	H	10 1/2	2	10 1/2	2	41 1/4	1 1/4	F	43 1/2	2 1/2	1/8	2	38	1 3/4	1/8	2	86	53 1/8	174	34	11 1/4
Transport 15–1	3	1/8	1	1	H	10 3/4	2	13	2	40 3/8	1 1/4	F	48	2 1/2	1/8	2	46 1/8	2 1/4	1/8	2	98 1/8	57 3/8	188	34	10
Transport 26–1 1/2	4	1/8	1	1	V	9 3/4	2	13	1 1/4	34 1/8	1 3/4	F	48 1/2	2	1/8	2	46 1/2	1 1/2	1/8	2	113 7/8	70 1/4	201	34	10
Transport 36–2	4	1/4	1 1/4	1 1/4	V	10 3/4	2	16	1 1/4	33 1/2	2	F	10 1/4	3 1/2	1/8	2	46 1/2	1 1/2	1/8	2	120 1/4	72 3/4	210	34	11
Transport 61–3 1/2	4	1/4	1 1/4	1 1/4	V	9 3/4	2	16	1 1/4	33 1/2	2	F	11 7/8	3	1/8	4	48 1/2	2 1/2	1/8	2	127 3/8	78 1/8	218	34	11
Transport 75–5	4	1/4	1 1/4	1 1/4	V	12	2	16	1 1/4	35 7/8	2	F	11 7/8	3	1/8	4	58	2 1/2	1/8	2	150 1/8	93 1/8	251 1/2	36 1/2	10 1/4
Traylor B	4	1/4	1	.....	V	10	2	6	1 1/4	38	1	F	50	2	1/4	2	50	2	1/4	2	117	75	204 3/4	34	10
Traylor C	4	1/4	1 1/4	.....	V	12	2	12	1 1/4	36	2	F	50	2	1/4	2	50	2	1/4	2	122	73 1/2	218 3/4	34	10 1/2
Traylor D	4	1/4	1 1/4	.....	V	12	2	12	1 1/4	36	2	F	56 1/2	2 1/4	1/4	2	56 1/2	2 1/4	1/4	2	142	76	241 1/2	34	9 1/4
Traylor F	4	1/4	1 1/4	.....	V	14	2	14	1 1/4	37	2	F	59	2 1/2	...	2	59	2 1/2	...	2	165	92 1/2	273 1/4	35	11
Triangle AA–1	3	1/8	1	1	H	17	2	17	2	34	1	F	22 1/2	1 1/4	1/8	1	48	2 1/2	1/8	2	94	53	177	35	10
Triangle A–2	4	1/4	1	1	V	14	1 1/4	14 1/2	1 1/4	39 1/4	1 1/2	F	7 1/2	4	1/8	2	49	2	1/8	2	126	77 1/2	225	34	12
Triangle B–3	3	1/4	1 1/4	1 1/4	V	9	1 1/2	18	1 1/4	39 1/4	1 1/2	F	7 1/2	4	1/8	2	52	3	1/8	2	132	84 1/2	217 1/2	34	9
Triangle C–2 1/2	4	1/4	1	1	V	14	1 1/4	14 1/2	1 1/4	39 1/4	1 1/2	F	7 1/2	4	1/8	2	52	3	1/8	2	129	81	219 1/8	34	12
Union FW–2 1/2	3	1/4	1 1/4	1 1/4	V	20	1 3/4	19 1/2	1 1/2	37 1/2	2	F	27	4 1/2	1/4	1	52	3	1/4	1	133 1/2	77 3/4	224	32	11 1/4
Union H–4	3	1/4	1 1/4	1 1/4	V	20	1 3/4	19 1/2	1 1/2	37 1/2	2	F	56 3/4	3 1/2	1/4	1	32	4 1/2	1/4	1	157 1/2	.....	.....	34	.....
Union HW–4	3	1/4	1 1/4	1 1/4	V	20	1 3/4	19 1/2	1 1/2	37 1/2	2	F	27	4 1/4	1/4	1	24	4	1/4	2	157 1/2	98	264	34	13 1/2
United 25	3	1/4	1 1/4	1/8	V	10	2	13 1/2	2	32 3/4	1/2	F	48	2 1/2	1/8	2	46 5/8	2 1/4	1/8	2	91 7/8	53 3/8	182	33	9 1/4
United 30	3	1/4	1 1/4	1/8	V	10	2	13 1/2	2	32 3/4	1 1/2	F	48	2 1/2	1/8	2	46 5/8	2 1/4	1/8	2	115 5/8	75 5/8	206	33	10 1/2
United 35	3	1/4	1 1/4	1/8	V	10	2	13 1/2	2	32 3/4	1 1/2	F	47 1/8	2 1/2	1/8	2	33 1/4	2 1/2	1/8	2	115 5/8	76 3/8	206	33	9
United 50	3	1/4	1 1/4	1/8	V	10	2	13 1/2	2	32 3/4	1 1/2	F	47 1/8	2 1/2	1/8	2	33 1/4	2 1/2	1/8	2	115 5/8	80 1/8	226	33	8 1/4
United 60	3	1/4	1 1/4	1/8	V	10	2	13 1/2	2	32 3/4	1 1/2	F	57 1/2	2 1/2	1/8	2	42 1/2	2 1/2	1/8	2	132 1/8	80 1/8	226	33	8 1/4
United 80	4	1/8	1 1/4	1/8	V	8 1/8	2	13 3/4	1 1/2	42	2	F	60	3	1/4	2	60	3	1/4	2	141 1/8	81 1/4	237 1/4	34	9 1/8
U.S.U.–1 1/4	4	1/8	1	1/8	V	11 1/2	1 3/4	11 1/2	1 1/4	33	1 1/4	F	50 1/2	2 1/2	1/8	2	20	1 1/2	1/8	4	108	70	195	32	9 1/4
U.S.N.–1 1/2	3	M	1	1/8	H	11 1/2	2	9	1 1/4	37	1 1/4	F	50 1/2	2 1/2	1/8	2	46 1/2	1 1/2	1/8	2	120	82	211	34	11
U.S.N.W. 24–2	4	1/8	1	1/8	H	10 3/4	1 3/4	11 1/2	1 1/4	33	1 1/4	F	21	2 1/4	1/4	4	21	2 1/4	1/4	4	120	82	211	34	11
U.S.R.–2 1/2 –3	3	1/8	1 1/4	1/8	V	10	1 1/4	10	1 1/4	35	1 1/4	F	21	2 1/4	1/4	4	21	2 1/4	1/4	4	144	94	241	34	9 1/4
U.S.S.–3 1/2 –4	3	1/4	1 1/4	1/4	V	9	1 1/2	8	1 1/2	37	1 1/4	F	21	4	1/4	4	21	3	1/4	4	156	104	258	36	9
U.S.T. 5–7	4	1/4	1 1/2	1/4	V	15	2	13	1 1/2	38 3/4	2	F	62	3	1/4	4	33	4	1/4	1	168	103	278	36	10 1/4
U.S.S. Spec. 4–5	3	1/4	1 1/4	1/4	V	9	1 1/2	8	1 1/2	37	1 1/4	F	21	4	1/4	4	21	3	1/4	4	156	104	258	36	....
Victor 25–1 1/4	3	1/4	1 3/8	1 5/8	V	10	2	14 1/2	2	33 3/4	1 1/2	F	22	2 1/2	1/8	4	23	2 1/2	1/8	1	90 3/4	54	186 3/4	34	10
Victor 40–1 1/2	3	1/4	1 3/8	1 5/8	V	8 1/2	2	12 1/2	1 1/2	33 3/4	1 1/2	F	48	2 1/2	1/8	2	35	2 1/2	1/8	2	105 1/8	66 5/8	194 3/8	34	9 1/2
Victor 50–2	3	1/4	1 3/8	1 5/8	V	8 1/2	2	12 1/2	1 1/2	33 3/4	1 1/2	F	49	2 1/2	1/8	2	35	2 1/2	1/8	2	111 1/8	75 5/8	200 3/8	34	9 1/2
Victor 60–2 1/2	3	1/4	1 3/8	1 5/8	V	8 1/2	2	12 1/2	1 1/2	33 3/4	1 1/2	F	59	2 1/2	1/8	2	44 1/4	2 1/2	1/8	2	130 7/8	90 5/8	216 3/8	34	9 1/2
Victor 70–2 1/2	3	1/4	1 3/8	1 5/8	V	8 1/2	2	12 1/2	1 1/2	33 3/4	1 1/2	F	59	2 1/2	1/8	2	44 1/4	2 1/2	1/8	2	130 7/8	90 5/8	216 3/8	34	9 1/2
Victor 80–3 1/2	4	1/4	1 3/8	1 5/8	V	10	1 1/2	12 1/2	1 1/2	44 3/4	1 1/2	F	59	2 1/2	1/8	2	44 1/4	2 1/2	1/8	2	145	88 1/4	238	36	10 1/2
Victor 85–5	4	1/4	1 3/8	1 5/8	V	10	1 1/2	12 1/2	1 1/2	44 3/4	1 1/2	F	71	2 1/2	1/8	2	55	2 1/2	1/8	2	145	88 1/4	238	36	9
Victor 90–6	4	1/4	1 3/8	1 5/8	V	.....	1 1/2	....	1 1/2	.....	...	...	71	2 1/2	1/8	2	55	2 1/2	1/8	2	145	88 1/4	243	36	11
Wachusett S–1	3	1/8	1 1/4	1/8	V	9 1/2	1 1/4	11	1 1/4	31 1/2	1 1/4	F	11 1/4	2 1/2	1/4	2	11 1/4	2 1/2	1/4	2	115	74	212	33	.....
Wachusett J–1 1/2	4	1/8	1 1/4	1/8	V	10	1 1/2	10 1/2	1 1/2	36	1 1/8	F	11	3	1/4	2	11	3	1/4	2	121	76	212	33	.....
Wachusett K2	4	1/8	1 1/4	1/8	V	11	1 1/2	11	1 1/2	40 1/2	1 1/8	F	11 3/4	3 1/4	1/4	2	11 3/4	3 1/4	1/4	2	145	78	240	33	.....
Wachusett L2 1/2	4	1/4	1 1/4	1/8	V	10	1 1/2	11	1 1/2	41 1/2	1 1/8	F	13 1/2	3 1/2	1/4	2	13 1/2	3 1/2	1/4	2	144	94	241	33	.....
Walker 12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11	2 1/2	1/4	8	72	.....	.....	32	.....
Walker 15	...	...	...	...	...	...	...	...	...	...	...	...	45 1/2	2 1/2	1/8	2	16	2	1/8	4	90	.....	.....	32	.....
Walker P–3 1/2	...	...	...	...	...	...	...	...	...	...	...	...	53 1/4	3	1/4	2	19 1/4	2 1/2	1/4	4	140	.....	.....	35	.....
Walker N–5	...	...	...	...	...	...	...	...	...	...	...	...	53 1/4	3	1/4	2	19 1/4	2 1/2	1/4	4	162	.....	.....	35	.....
Walker 22	...	...	...	...	...	...	...	...	...	...	...	...	45 1/2	2 1/2	1/8	2	16	2	1/8	4	99	.....	.....	32	.....
Walker 42	...	...	...	...	...	...	...	...	...	...	...	...	53 1/4	3	1/4	2	19 1/4	2 1/2	1/4	4	120	.....	.....	32	.....
Walker F	3	1/4	1 1/2	2	V	10	1 1/2	18	1 1/2	39	1 1/2	F	30	5	1/4	4	57	2 1/2	1/4	2	Opt	.....	.....	36	14
Ward LaFr'e 2B–2 1/2 –3 1/2	3	1/4	1 1/4	1 1/2	V	7	1 1/2	16	1 1/2	41 1/2	1 1/2	F	13	3 1/2	1/4	4	13	3 1/2	1/4	4	137 1/2	.....	.....	33	.....
Ward LaFrance 4A–3 1/2 –5	3	1/4	1 3/4	1 3/4	V	8 1/2	1 1/2	18	1 1/2	41 1/2	1 1/2	F	15 1/2	3 3/4	1/4	4	15 1/2	3 3/4	1/4	4	170 1/8	.....	.....	37	.....
Ward LaFrance 5A–5–7	3	1/4	1 1/2	1 3/4	V	9 1/4	1 1/2	18	1 1/2	41 1/2	1 1/2	F	18	4	1/4	4	18	4	1/4	4	170 1/8	.....	.....	37	.....
White 15A–Taxi	3	1/4	1	1 1/8	V	7 1/4	1	6 1/2	1 1/4	38	1 1/4	F	46	2 1/2	1/8	2	41 1/8	2 1/2	1/8	2	55 3/4	43 1/2	149 1/4	34	8 1/8
White 15–3/4	3	1/4	1 1/8	1 1/8	V	7 1/4	1	6 1/2	1 1/4	38	1 1/4	F	46	2 1/2	1/8	2	41 1/8	2 1/2	1/8	2	85 1/2	58	179	34	10 1/8
White 15–45–3/4	3	1/4	1 1/8	2	V	13 1/2	1 1/2	12	1 1/2	40 5/8	2	F	53 1/8	2 1/2	1/8	2	50 1/8	2 1/2	1/8	2	85 1/8	57 7/8	189	34	10 1/8
White 20–2	3	1/4	1 1/8	1 1/8	V	7 1/4	1	7 1/4	1 1/4	38	1 1/4	F	55 1/2	3 1/2	1/4	2	50 1/8	3 1/2	1/8	2	146	92 1/2	239 1/2	34	9 1/8

Replacement Table—Continued

NAME, MODEL AND TONNAGE	ENGINE											BRAKE LINING								FRAME					
	Piston Rings		Carburetor			Upper Hose		Lower Hose		Fan Belt			Service				Emergency				Length			Width	
	No. per Cyl.	Width	Outlet Diameter	Inlet Diameter *	Vertical or Horizontal	Length	Width	Length	Width	Length	Width	Type	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
White 20-D-2	3	1/4	1 1/16	1 11/16	V	7 1/4	1	7 1/4	1 1/4	38	1 1/4	F	55 1/2	3 1/2	1/4	2	50 7/8	3 1/2	1/8	2	98	70	191 1/2	34	9 1/16
White 20-45-2	3	1/4	1 1/16	2	V	13 1/2	1 1/2	12	1 1/2	40 5/8	2	F	11 3/8	4	1/8	4	50 1/8	3 1/2	1/8	2	107 1/2	82	214 1/4	34	9 1/16
White 50A-Bus	3	1/4	1 1/16	2	V	13 1/2	1 1/2	12	1 1/2	45 3/4	2	F	11 3/8	4	1/8	4	50 7/8	3 1/2	1/8	2	168	112	274 3/4	74*	10 1/16
White 40-3 1/2	3	1/4	1 1/16	2	V	13 1/2	1 1/2	12	1 1/2	45 3/4	2	F	11 3/8	4	1/8	4	25 7/8	5	1/8	4	164	106 1/2	267 1/2	42 1/2	10 1/4
White 40-D-3 1/2	3	1/4	1 1/16	2	V	13 1/2	1 1/2	12	1 1/2	45 3/4	2	F	11 3/8	4	1/8	4	25 7/8	5	1/8	4	118	88 1/2	222 1/2	42 1/2	10 1/4
White 45-5	3	1/4	1 1/16	2	V	13 1/2	1 1/2	12	1 1/2	45 3/4	2	F	11 3/8	5	1/8	4	25 7/8	5	1/8	4	164	106 1/2	267 1/2	42 1/2	10 1/4
White 45-D-5	3	1/4	1 1/16	2	V	13 1/2	1 1/2	12	1 1/2	45 3/4	2	F	11 3/8	5	1/8	4	25 7/8	5	1/8	4	119	88 1/2	222 1/2	42 1/2	10 1/4
Wilcox AA-1	3	1/4	1	....	....	.....	.....	.....	.....	.....	.....	...	47 1/16	2 1/2	1/8	2	33 1/4	2 1/2	1/8	2	96	.....	.....	34	.....
Wilcox B-1 1/2	3	1/4	1 1/4	....	....	.....	.....	.....	.....	.....	.....	...	47 1/16	2 1/2	1/8	2	33 1/4	2 1/2	1/8	2	132	.....	.....	33	.....
Wilcox C-2 1/2	3	1/4	1 1/4	....	....	.....	.....	.....	.....	.....	.....	...	57 1/2	2 1/2	1/8	2	42 1/2	2 1/2	1/8	2	141	.....	.....	33	.....
Wilcox E-3 1/2	3	1/4	1 1/4	....	....	.....	.....	.....	.....	.....	.....	...	57 1/2	2 1/2	1/4	2	42 1/2	2 1/2	1/4	2	156	.....	.....	33	.....
Wilcox F-5	3	1/4	1 1/2	....	....	.....	.....	.....	.....	.....	.....	...	69 3/8	3 1/2	1/4	2	52	3 1/2	1/4	2	148 1/2	.....	.....	36	.....
Witt-Will P-2	3	1/8	1 1/4	1 1/4	V	8	1 1/2	12	1 1/4	31	1 1/4	F	48	3 1/4	1/4	4	48	3 1/4	1/4	4	.....	78	223	32	10
Witt-Will SS-3	3	1/8	1 1/4	1 1/4	V	8	1 1/2	12	1 1/4	41	1 1/2	F	52	3 1/2	1/4	4	52	3 1/2	1/4	4	156	108	242	32	10
Witt-Will N-1 1/2	3	1/8	1 1/4	1 1/4	V	8	1 1/2	12	1 1/4	31	1 1/4	F	48	3 1/4	1/4	4	48	3 1/4	1/4	4	137	78	226	32	10
Witt-Will S-2 1/2	3	1/8	1 1/4	1 1/4	V	8	1 1/2	12	1 1/4	41	1 1/2	F	52	3 1/2	1/4	4	52	3 1/2	1/4	4	137	78	226	32	10
Yellow Cab M22	3	1/8	1	1 1/2	V	8 1/4	2	10 1/8	2	38 1/2	5/8	V	49	2 1/2	1/4	2	45	2 1/2	1/4	2	60	.....	.....	43	.....
Yellow Cab M42-1 1/4	3	1/8	1	1 1/2	V	8 1/4	2	10 1/8	2	38 1/2	5/8	V	21 3/4	3	1/4	4	11	3	1/4	2	92	.....	.....	32	.....
Yellow Cab Express T1	3	1/8	1	1 1/2	V	9 1/2	2	9 1/2	2	39 1/4	5/8	V	21 3/4	3 1/2	1/4	4	11 1/2	2 1/2	1/8	2	94 7/8	61 1/4	181 3/8	34 1/2	.....

Electric Commercial Cars

Name and Model Number	Total Weight Resting on Four Tires	Chassis Weight—Exclusive of Battery	Minimum Load Capacity	Maximum Load Capacity	Chassis Price	Maximum Speed	Location of Battery	Mileage Per Charge	Motor	Controller	Speeds Forward	Drive	Rear Axle	Springs	Front Tires	Rear Tires	Steering Gear	Wheelbase	Per Cent of Weight on Rear Wheels
Autocar E 1F	.....	.....	.....	.....	2400	.....	.....	.....	G-E	G-E	...	R	Own	Row	34x4	34x5	Ross	107	60
Autocar E 2D	.....	.....	.....	.....	2800	.....	.....	.....	G-E	G-E	...	R	Own	Row	34x5	34x6	Ross	120	60
Autocar E 3H	.....	.....	.....	.....	3200	.....	.....	.....	G-E	G-E	...	R	Own	Row	34x5	36x8	Ross	128	60
Autocar E 4Y	.....	.....	.....	.....	4000	.....	.....	.....	G-E	G-E	...	R	Own	Row	34x6	36x6§	Ross	138	60
Autocar E 5M	.....	.....	.....	.....	4300	.....	.....	.....	G-E	G-E	...	R	Own	Row	36x7	36x7§	Ross	138	60
C-T -H1	5600	2400	.....	.....	.....	14	A	55	G-E	Own	4	Own	F	Shel	36x3	36x3½	W	108	68
C-T F-1.5	6600	2800	.....	.....	.....	14	A	60	G-E	Own	4	Own	F	Shel	36x3	36x4	W	94	65
C-T H-1.5	6600	2800	.....	.....	.....	14	A	60	G-E	Own	4	Own	F	Shel	36x3	36x4	W	116	71
C-T F-2	8000	3100	.....	.....	.....	14	A	50	G-E	Own	4	Own	F	Shel	36x3½	36x5	W	96	66
C-T H-2	8000	3100	.....	.....	.....	14	A	50	G-E	Own	4	Own	F	Shel	36x3½	36x5	W	124	70
C-T F-4	11950	4200	.....	.....	.....	12	A	50	G-E	Own	4	Own	F	Shel	36x4	36x4†	W	116	68
C-T A-7	17700	5800	.....	.....	.....	11	A	45	G-E	Own	4	I	D	Shel	36x6	36x4†	W	122	60
C-T F-7	17900	6000	.....	.....	.....	11	A	45	G-E	Own	4	Own	F	Shel	36x5	36x5†	W	136	68
C-T A-10	22250	6500	.....	.....	.....	10	A	45	G-E	Own	4	I	D	Shel	36x7	36x5†	W	132	59
C-T F-10	22750	7000	.....	.....	.....	10	A	45	G-E	Own	4	Own	F	Shel	36x6	36x6†	W	152	68
Kelland AT	.....	1950	1000	1500	.....	15	S	50	G-E	G-E	4	R	Flot	Mer	34x3	34x3	Ross	102	60
Kelland BT	.....	2050	1500	2000	.....	15	S	50	G-E	G-E	4	R	Flot	Mer	34x3½	34x3½	Ross	102	60
Kelland CT	.....	2150	2000	2500	.....	15	S	50	G-E	G-E	4	R	Flot	Mer	34x3½	34x4	Ross	102	60
Kelland AH	.....	2500	1000	1500	.....	15	A	45	G-E	G-E	4	C	D	Mer	36x3	36x3	Hin	106	60
Kelland BH	.....	2600	1500	2000	.....	15	A	45	G-E	G-E	4	C	D	Mer	36x3½	36x3½	Hin	106	60
Kelland CH	.....	2700	2000	2500	.....	15	A	45	G-E	G-E	4	C	D	Mer	36x3½	36x4	Hin	106	60
Kelland ATS	.....	2200	1000	1500	.....	15	H&S	50	G-E	G-E	4	R	Flot	Mer	34x3	34x3	Ross	102	60
Kelland BTS	.....	2300	1500	2000	.....	15	H&S	50	G-E	G-E	4	R	Flot	Mer	34x3½	34x3½	Ross	102	60
Kelland CTS	.....	2400	2000	2500	.....	15	H&S	50	G-E	G-E	4	R	Flot	Mer	34x3½	34x4	Ross	114	60
Lansden Century	.....	1700	.....	1250	1600	15	S	60	G-E	Own	4	R	Flot	SP	32x4½	32x4½	Ross	108	50
Lansden Century	.....	1950	.....	2000	1850	15	S	60	G-E	Own	4	R	Flot	SP	33x5	33x5	Ross	112	50
Lansden Marathon	.....	2900	.....	2000	1850	14	A	50	G-E	Own	4	C	D	SP	36x3½	36x4	Bay	108	60
Lansden Marathon	.....	4400	.....	4000	2250	13	A	50	G-E	Own	4	C	D	SP	36x4	36x3½†	Bay	120	60
Lansden Marathon	.....	5700	.....	7000	2950	11	A	45	G-E	Own	4	C	D	SP	36x5	36x5†	Bay	133	60
Lansden Marathon	.....	7500	.....	10000	3350	10	A	40	G-E	Own	4	C	D	SP	36x6	36x6†	Bay	146	60
O. B-B	.....	.....	.....	.....	.....	13	.....	.....	G-E	Own	...	C	D	.....	36x4	36x3½†	Own	107	.....
O. B-C	.....	.....	.....	.....	.....	11	.....	.....	G-E	Own	...	C	D	.....	36x5	36x4 †	Own	135	.....
O. B-D	.....	.....	.....	.....	.....	10	.....	.....	G-E	Own	...	C	D	.....	36x6	36x5 †	Own	143	.....
Steinmetz 15	6800	2300	1000	2250	1850	18	H&S	45	Own	Own	4	R	Own	Lig	32x4½*	32x4½*	Lav	114	55
Walker 12	.....	1900	.....	1000	.....	15	H&S	50	G-E	Own	4	.....	Tim	Det	32x3	32x3½	Ross	104	66
Walker 15	.....	2800	.....	1500	.....	14	A	50	West	West	5	Own	Own	Math	34x3	36x3½	Ross	94	66
Walker 22	.....	3000	.....	2000	.....	13	A	50	West	West	5	Own	Own	Math	34x3½	36x4	Ross	101	66
Walker 42	.....	4200	.....	4000	.....	13	A	50	West	West	5	Own	Own	Math	36x4	36x6	Ross	114	66
Walker P	.....	6000	.....	7000	.....	11	A	40	West	West	5	Own	Own	Math	36x5	38x5†	Ross	131	66
Walker N	.....	6700	.....	10000	.....	10	A	40	West	West	5	Own	Own	Math	36x6	38x6†	Ross	141	66
Walter HD	6800	2300	.....	2000	2200	16	A	60	Diehl	G-E	5	B	.....	.....	32x3½	32x4	Ross	98	60
Walter EN	13200	4400	.....	5000	3100	15	A	50	G-E	G-E	5	Own	D	.....	36x4	36x7	Gem	114	60
Walter EL	16800	5000	.....	7000	3700	13½	A	50	G-E	G-E	5	Own	D	.....	36x5	36x4	Gem	132	60
Walter ES	23600	7200	.....	11000	4500	12	A	50	G-E	G-E	5	Own	D	.....	36x6	40x6	Ross	150	70
Walter ER	28400	7500	.....	15000	4800	11	A	50	G-E	G-E	5	Own	D	.....	36x7	40x7	Ross	150	70
Ward A211	4650	1800	600	1150	.....	15	S	75	G-E	Own	4	W	Shel	Shel	32x3	33x3½*	Own	88	56
Ward B-222	6000	2300	1010	1700	.....	14	S	84	G-E	Own	4	W	Shel	Shel	32x3½	32x4	Own	91	62
Ward C-211	8000	2670	2170	2880	.....	13	S	65	G-E	Own	4	W	Shel	Shel	32x3½	34x5	Own	96	64
Ward E-211	12000	3570	4480	5430	.....	12½	S	56½	G-E	Own	4	W	Shel	Shel	34x4	36x6	Own	108	65
Ward G-211	16000	4500	6560	7760	.....	11	S	44	G-E	Own	5	W	Shel	Shel	36x5	36x8	Own	120	68
Ward J-211	22500	6630	9500	11200	.....	10	S	39½	G-E	Own	5	W	Shel	Shel	36x6	36x10	Own	136	70
Ward M-211	30000	8430	13780	15920	.....	9	S	36	G-E	Own	5	W	Shel	Shel	36x7	36x7†	Own	152	71

NOTE: Battery Equipment on all above makes is at the option of the purchaser. Battery Location Abbreviations: A-amidships; H-under hood; and S-under seat

Manufacturers and Models Included in the Specification Tables

List Includes Manufacturers of Buses and Electric Trucks

Trade Name	Capacity	Name	Address	How Manufacturer Sells: Nationally	Locally	Branches	Distributors	Dealers
Ace	2½-Bus	American Motor Truck Co.	Newark, Ohio	.....	Yes	.....	.....	.....
Acme	1, 1½, 2, 2½, 3, 4, 5, 6¼-Bus	Acme Motor Truck Co.	Cadillac, Mich.	Yes	No	No	Yes	Yes
Acorn	2½, 4	Acorn Motor Truck Co.	Chicago, Ill.	No	Yes	No	No	No
American-La France	2½, 3½, 5, 6, 7-T. T.	American-La France Fire Engine Co.	Elmira, N. Y.	Yes	.....	Yes	No	Yes
Armleder	1½, 2½, 3½ T. T.	O. Armleder Motor Truck Co.	Cincinnati, Ohio	Yes	.....	1-N. Y. State only	.....	.....
Atterbury	1½, 2½, 3½, 5	Atterbury Motor Car Co.	Buffalo, N. Y.	Yes	No	No	Yes	Yes
Autocar	1, 1¼, 1½, 2, 2½, 3, 5, T. T.	Autocar Co.	Ardmore, Pa.	Yes	.....	Yes	.....	Yes
Available	1½, 2, 2½, 3½, 5	Available Truck Co.	Chicago, Ill.	No	Yes	No	.....	.....
Bessemer	1, 1½, 2½	Bessemer Motor Truck Co.	Plainfield, N. J.	.....	.....	.....	.....	.....
Bethlehem	1, 2, 2½, 3½	Bethlehem Motors Corp.	Allentown, Pa.	.....	.....	.....	.....	.....
Betz	1, 2½,	Betz Motor Truck Co.	Hammond, Ind.	No	Yes	.....	No	No
Biederman	1, 1¼, 1½, 2½, 3½, 5	Biederman Motors Co.	Cincinnati, Ohio	.....	.....	.....	.....	.....
Bridgeport	1½, 2½, 4-Bus	Bridgeport Motor Truck Corp.	Stratford, Conn.	Yes	Yes	Yes	Yes	Yes
Brinton	1½, 2½	Brinton Motor Truck Co.	Philadelphia, Pa.	.....	.....	.....	.....	.....
Brockway	1, 1¼, 2, 2½, 3, 3½, 4, 5-Bus	Brockway Motor Truck Corp.	Cortland, N. Y.	Yes	.....	Yes	Yes	Yes
C. T. Elec.	½, ¾, 1, 2, 3, 3½, 5	Commercial Truck Co.	Philadelphia, Pa.	Yes	No	Yes	Yes	Yes
Casco	1, 2	Casco Motors, Inc.	Sanford, Me.	No	Yes	.....	.....	.....
Chevrolet	½, 1	Chevrolet Motor Co.	Detroit, Mich.	.....	.....	.....	.....	.....
Clinton	1¼, 2, 3, 4, 5 to 7-Bus	Clinton Motors Corp.	Reading, Pa.	.....	.....	.....	.....	.....
Clydesdale	1¼, 1½, 2, 2½, 3, 3½, 5	Clydesdale Motor Truck Co.	Clyde, Ohio.	Yes	No	No	Yes	Yes
Columbia	1½, 2½, 3	Columbia Motor Truck Co.	Pontiac, Mich.	.....	.....	.....	.....	.....
Commerce	1, 1½, 2, 2½-Bus	Commerce Motor Truck Co.	Ypsilanti, Mich.	Yes	No	No	Yes	Yes
Concord	1, 1½, 2, 2½, 3	Abbott-Downing Truck & Body Company	Concord, N. H.	.....	.....	.....	.....	.....
Corbitt	1, 1¼, 1½, 2, 2½, 3, 4, 5	Corbitt Motor Truck Co.	Henderson, N. C.	Yes	.....	.....	Yes	Yes
Day-Elder	1½, 2, 2½, 3, 4, 5, Bus.	Day-Elder Motors Corp.	Newark, N. J.	Yes	.....	.....	Yes	Yes
Defiance	1½	Century Motor Truck Co.	Defiance, Ohio	Yes	No	Yes	Yes	Yes
Denby	1½, 2, 2½, 3, 4, 5	Denby Motor Truck Corp.	Detroit, Mich.	.....	No	Yes	.....	.....
Diamond T	1, 1¼, 1½, 2½, 3½, 5	Diamond T Motor Car Co.	Chicago, Ill.	Yes	No	Yes	Yes	Yes
Dixon	1½, 2, 2½, 3½, 5	Dixon Motor Truck Co.	Altoona, Pa.	.....	Yes	.....	.....	.....
Dodge Brothers	¾	Dodge Brothers, Inc.	Detroit, Mich.	... ...	... ...	.....	.....	.....
Dorris	1, 2½, 3½	Dorris Motor Car Co.	St. Louis, Mo.	.....	.....	.....	.....	.....
Double Drive	3	Double Drive Truck Co.	Benton Harbor, Mich.	.....	.....	.....	.....	.....
Duplex	1, 1½, 2, 3, 3½-Bus	Duplex Truck Co.	Lansing, Mich.	Yes	.....	No	.....	Yes
Eagle	1¼, 2, 2½	Eagle Motor Truck Corp.	St. Louis, Mo.	.....	.....	.....	.....	.....
F. W. D.	3	Four-Wheel Drive Auto Co.	Clintonville, Wis.	Yes	.....	Yes	.....	Yes
Fageol	2, 3, 4, 6-Bus	Fageol Motors Co.	Oakland, Cal.	Yes	No	.....	.....	.....
Federal	1, 1¼, 1½, 2, 2½, 4, 5-Bus, T. T.	Federal Motor Truck Co.	Detroit, Mich.	.....	.....	.....	.....	.....
Fifth Avenue	Bus	Fifth Avenue Coach Co.	New York City.	.....	.....	.....	.....	.....
Fisher Fast Freight	1½	Standard Motor Truck Co.	Detroit, Mich.	Yes	No	No	Yes	Yes
Ford	1	Ford Motor Co.	Highland Park, Mich.	Yes	No	Yes	No	Yes
Front Drive	1½	Double Drive Truck Co.	Benton Harbor, Mich.	.....	.....	.....	.....	.....
Fulton	1, 2	Fulton Motors Corp.	Farmingdale, N. Y.	.....	.....	.....	.....	.....
G. M. C	1, 2½, 3½, 5-T. T.	General Motors Truck Co.	Pontiac, Mich.	Yes	No	Yes	Yes	Yes
G. W. W.	1½, 2	Wilson Truck Mfg. Co.	Henderson, Iowa	.....	.....	.....	.....	.....
Garford	1, 1½, 2½, 4, 5, 7½-Bus	Garford Motor Truck Co.	Lima, Ohio	.....	.....	.....	.....	.....
Gary	1, 2, 2½, 3, 3½, 5	Gary Motor Corp.	Gary, Ind.	.....	.....	.....	.....	.....
Gotfredson	1, 1½, 2, 3, 4, 5	Gotfredson Truck Corp.	Detroit, Mich. & Walkerville, Ont.	Yes	.....	Yes	Yes	.....
Graham	1, 1½-Bus	Graham Brothers	Detroit, Mich.	.....	.....	.....	.....	.....
Gramm-Bernstein	1, 1¼, 1½, 2, 2½, 3, 3½, 4, 5, 6	Gramm-Bernstein Motor Truck Co.	Lima, Ohio	.....	.....	.....	.....	.....
Grass Premier	1, 1½, 2, 2½, 3½	Grass Premier Truck Co.	Sauk City, Wis.	No	Yes	No	No	No
Guilder	1¼, 1½, 2, 3, 4, 5, 6-Bus	Guilder Engineering Co.	Poughkeepsie, N. Y.	.....	.....	.....	.....	.....
Hahn	1¼, 1½, 2, 2½, 3, 5	Hahn Motor Truck Co.	Hamburg, Pa.	Yes	Yes	.....	.....	.....
Harvey	2½, 3½, 7, 10-T. T.	Harvey Motor Truck Co.	Harvey, Ill.	No	Yes	Yes	No	No
Hawkeye	1½, 2½, 3½	Hawkeye Truck Co.	Sioux City, Iowa	.....	.....	.....	.....	.....
Hug	1½, 2, 2½	Hug Company	Highland, Ill.	Yes	.....	.....	Yes	.....
Independent	1, 1½, 2½	Independent Motor Truck Co., Inc.	Davenport, Ia.	.....	.....	.....	.....	.....
Indiana	1, 1½, 2, 2½, 3½, 5	Indiana Truck Corp.	Marion, Ind.	Yes	Yes	Yes	Yes	Yes
International	1, 1½, 2, 3, 5-Bus	International Harvester Co. of America	Chicago, Ill.	.....	.....	.....	.....	.....
Kearns	1½, 2, 2½, 3½, 5	Kearns Dughie Motors Co.	Lewistown, Pa.	.....	.....	.....	.....	.....
Kelland (Elec.)	½, ¾, 1	Kelland Motor Car Co.	Newark, N. J.	No	Yes	No	No	No
Kelly-Springfield	1½, 2, 2½, 3½-5-7	Kelly-Springfield Motor Truck Co.	Springfield, Ohio	Yes	No	Yes	Yes	Yes

Trade Name	Capacity	Name	Address	How Manufacturer Sells: Nationally	Locally	Branches	Distributors	Dealers
Kenworth	1, 1½, 3, 3½	Kenworth Motor Truck Corp.	Seattle, Wash.	No	Yes	No	.....	Yes
King Zeitler	1, 1½, 2½, 3½, 5	King Zeitler Co.	Chicago, Ill.	.....	.....	.....	.....	.....
Kissel	1, 1½, 3½, 5 Bus	Kissel Motor Car Co.	Hartford, Wis.	Yes	.....	No	Yes	Yes
Kleiber	1½, 2½, 3½, 5	Kleiber Motor Truck Co.	San Francisco, Cal.	.....	.....	.....	.....	.....
Krebs	1½, 2, 2½, 3, 4, 5, 7½	Krebs Motor Truck Co.	Bellevue, Ohio	Yes	No	No	Yes	Yes
Lange	1½, 2½, 3½	Lange Motor Truck Co.	Pittsburgh, Pa.	.....	.....	.....	.....	.....
Lansden (Elec.)	¾, 1, 2, 3½, 5, 6	Lansden Company	Danbury, Conn.	Yes	.....	1-N. Y. State only	Yes	Yes
Larrabee-Deyo	1¼, 1½, 2½, 3½-Bus	Larrabee-Deyo Motor Truck Co., Inc.	Binghamton, N. Y.	.....	.....	.....	.....	.....
Luedinghaus	1, 1½, 2, 3½, 5	Luedinghaus-Espenschied Wagon Co.	St. Louis, Mo.	.....	.....	.....	.....	.....
Maccar	1¼, 2, 2, 4, 5	Maccar Truck Co.	Scranton, Pa.	No	Yes	4	Yes	Yes
Mack	1½, 2, 2½, 3½, 5, 6½, 7½-Bus T. T.	International Motor Co.	New York, N. Y.	Yes	.....	86	.....	Yes
Mason Road King	1½-Bus	Mason Motor Truck Co.	Flint, Mich.	Yes	.....	Yes	Yes	Yes
Master	1¼, 1½, 2½, 3½, 5, 5½-Bus	Master Motor Truck Mfg. Co.	Chicago, Ill.	.....	.....	.....	.....	.....
Menominee	1, 1¼, 1½, 2½, Bus	Menominee Motor Truck Co.	Clintonville, Wis.	.....	.....	.....	.....	.....
Moreland	1, 1½, 2, 2½, 3, 3½, 5	Moreland Motor Truck Co.	Burbank, Cal.	.....	.....	.....	.....	.....
Nash	1, 2, 2½,	Nash Motors Co.	Kenosha, Wis.	Yes	No	No	Yes	Yes
National	2, 3, 3½, 4	National Steel Car Corp., Ltd.	Hamilton, Ont., Canada	Yes	No	2	No	Yes
Nelson-LeMoon	1, 1½, 2, 2½, 3½, 5	Nelson & Le Moon	Chicago, Ill.	.....	.....	.....	.....	.....
Netco	2½, 3, 4	New England Truck Co.	Fitchburg, Mass.	.....	.....	.....	.....	.....
Noble	1, 1½, 2, 2½, 3, 3½, 4	Noble Motor Truck Co.	Kendallville, Ind.	No	No	No	Yes	Yes
Northway	1¼, 3, 5	Northway Motors Corp.	Natick, Mass.	.....	.....	.....	.....	.....
O. B. (Elec.)	2, 3½, 5	O. B. Electric Vehicles, Inc.	Long Island City N. Y.	.....	.....	.....	.....	.....
O. K.	1, 1½, 2, 2½, 3½	Nolan Truck Co.	Okay, Okla.	.....	.....	.....	.....	.....
Ogden	1, 1½, 2½, 3½, 5	Ogden Truck Co.	Chicago, Ill.	.....	.....	.....	.....	.....
Oshkosh	2, 2½, 4	Oshkosh Motor Truck Mfg. Co.	Oshkosh, Wis.	.....	Yes	No	.....	Yes
Overland	½	Willys-Overland Co.	Toledo, Ohio.	Yes	Yes	24	Yes	Yes
Patriot	1¼, 2, 3	Patriot Mfg. Co.	Havelock, Neb.	Yes	No	No	Yes	Yes
Penn	1, 2	Penn Motors Corp.	Philadelphia, Pa.	.....	.....	.....	.....	.....
Pierce-Arrow	2, 3, 4, 5, 6, 7½, T. T.	Pierce-Arrow Motor Car Co.	Buffalo, N. Y.	Yes	No	.....	Yes	Yes
Power	1½, 2½, 3½	Power Truck & Tractor Co.	St. Louis, Mo.	.....	.....	.....	.....	.....
Rainier	¾, 1, 1½, 2, 2½, 3½, 5, 6	Rainer Trucks, Inc.	Long Island City, N. Y.	No	Yes	No	Yes	Yes
Rehberger	3, 4, 5	Arthur Rehberger & Son, Inc.	Newark, N. J.	No	Yes	No	.....	.....
Reo	1¼-Bus	Reo Motor Car Co.	Lansing, Mich.	.....	.....	.....	.....	.....
Republic	1¼, 1½, 2, 3. 4½-Bus	Republic Motor Truck Co., Inc.	Alma, Mich.	Yes	No	No	Yes	Yes
Rowe	2½, 3, 4, 5	Rowe Motor Mfg. Co.	Lancaster, Pa.	.....	.....	.....	.....	.....
Ruggles	1¼, 1½, 2, 2½, 3-Bus	Ruggles Motor Truck Co.	Saginaw, Mich.	.....	.....	.....	.....	.....
Rumely	1½	Advance Rumely Thresher Co.	Laporte, Ind.	Yes	No	30	Yes	Yes
Safeway Six Wheeler	Bus	The Six Wheel Co.	Philadelphia, Pa.	Yes	.....	.....	.....	.....
Sandow	1, 1½, 2, 2½, 3½, 5	Sandow Motor Truck Co.	Chicago Heights, Ill.	Yes	No	.....	.....	.....
Sanford	1, 1½, 2½, 3½, 5	Sanford Motor Co.	Syracuse, N. Y.	Yes	.....	.....	Yes	.....
Saurer	6½, T. T.	Adolph Saurer, Inc.	New York, N. Y.	.....	Yes	Yes	No	Yes
Schacht	1½, 2, 2½, 3, 3½, 4, 5-Bus	G. A. Schacht Motor Truck Co.	Cincinnati, Ohio.	Yes	.....	Yes	.....	Yes
Selden	1¼, 1½, 2¼, 2½, 3, 3½, 5-Bus	Selden Truck Corp.	Rochester, N. Y.	Yes	No	Yes	Yes	Yes
Service	1, 1½, 2½, 3½, 5	Service Motors, Inc.	Wabash, Ind.	Yes	.....	Yes	Yes	Yes
Standard	1¼, 1½, 2½, 3½, 5, 6	Standard Motor Truck Co.	Detroit, Mich.	Yes	No	No	Yes	Yes
Steinmetz (Elec.)		Steinmetz Electric Motor Car Corp.	Arlington, Baltimore, Md.	Yes	.....	.....	Yes	Yes
Sterling	1, 1½, 2, 2½, 3, 3½, 5, 6, 10, T.T-Bus	Sterling Motor Truck Co.	Milwaukee, Wis.	Yes	.....	Yes	Yes	Yes
Stewart	1, 1½, 2, 2½,-3, 3½-4	Stewart Motor Corp.	Buffalo, N. Y.	Yes	.....	Yes	Yes	Yes
Stoughton	1¼, 1½, 2, 3,	Stoughton Wagon Co.	Stoughton, Wis.	.....	.....	.....	.....	.....
Super Truck	2½, 3½, 5	O'Connell Motor Truck Co.	Waukegan, Ill.	No	Yes	No	No	No
Traffic	1½, 2, 3	Traffic Motor Truck Corp.	St. Louis, Mo.	.....	.....	.....	.....	.....
Transport	1, 1½, 2, 3½, 5	Transport Truck Co.	Mt. Pleasant, Mich.	.....	.....	.....	.....	.....
Traylor	1½, 3, 5	Traylor Eng. & Mfg. Co.	Allentown, Pa.	.....	.....	.....	.....	.....
Triangle	1. 1½, 2. 2½	Triangle Motor Truck Co.	St. Johns, Mich.	.....	.....	.....	.....	.....
Twin City	2½, 3, 3½-Bus	Minneapolis Steel & Machinery Co.	Minneapolis, Minn.	Yes	No	Yes	Yes	Yes
U. S.	1¼, 1½, 2½, 3, 4, 5-7	United States Motor Truck Co.	Cincinnati, Ohio	.....	.....	.....	.....	.....
Union	1½, 2½, 4, 6-Bus	Union Motor Truck Co.	Bay City, Mich.	Yes	Yes	.....	.....	Yes
United	1¼, 1½, 2, 2½, 3 5-Bus	United Motor Products Co.	Grand Rapids, Mich.	Yes	.....	Yes	Yes	Yes
Victor	1¼, 1½, 2, 2½, 3½, 5, 6	Victor Motors, Inc.	St. Louis, Mo.	.....	.....	.....	.....	.....
Wachusett	1, 1½, 2, 2½	Wachusett Motors, Inc.	Fitchburg, Mass.	.....	Yes	.....	.....	.....
Walker (Elec.)	½, ¾, 1, 2, 3½, 5	Walker Vehicle Co.	Chicago, Ill.	.....	.....	.....	.....	.....
Walter (Elec.)	T. T.	Walter Motor Truck Co.	Long Island City, N. Y.	Yes	Yes	.....	Yes	.....
Ward (Elec.)	750 lbs. to 7 ton	Ward Motor Vehicle Co.	Mt. Vernon, N. Y.	Yes	.....	Yes	Yes	Yes
Ward La France	2½, 3½, 5, 7-Bus	Ward La France Truck Corp.	Elmira, N. Y.	Yes	No	Yes	.....	Yes
White	¾, 2, 2½, 3½, 5-Bus	White Co.	Cleveland, Ohio	.....	.....	.....	.....	.....
Wilcox	1, 1½, 2½, 3½, 5	Wilcox Trux, Inc.	Minneapolis, Minn.	.....	.....	.....	.....	.....
Winther	1½, 2½, 3, 3½, 5, 7	Winther Motor Co.	Kenosha, Wis.	.....	.....	.....	.....	.....
Witt Will	1½, 2, 2½, 3, 4, 5	Witt Will Co., Inc.	Washington, D. C.	No	Yes	No	No	No
Yellow Cab	¾, 1-Bus	Yellow Cab Mfg. Co.	Chicago, Ill.	.....	.....	.....	.....	.....

New Selden Roadmaster

ROADMASTER was the name selected from the many names suggested for the new Selden 2¼-ton speed truck recently introduced by the Selden Truck Corp., Rochester, N. Y. This new model which lists at $2975 f. o. b. with standard wheelbase features strength, durability and appearance, which are characteristic of the Selden line. The model can also be obtained in a longer wheelbase at an additional cost of $75. The standard wheelbase is 154 in.; long, 180 in. The tread is 56 in. front and 60 in. rear. The chassis weight is 4740 lb. with a body allowance of 1350 lb.

The power plant is a 3¾ x 5 in., six cylinder Continental, which gives a normal road speed of from 25 to 30 m.p.h. and a maximum speed of 40 m.p.h. Brake h.p. 70 is provided at 2200 r.p.m. S. A. E. rating is 33.75 h.p.

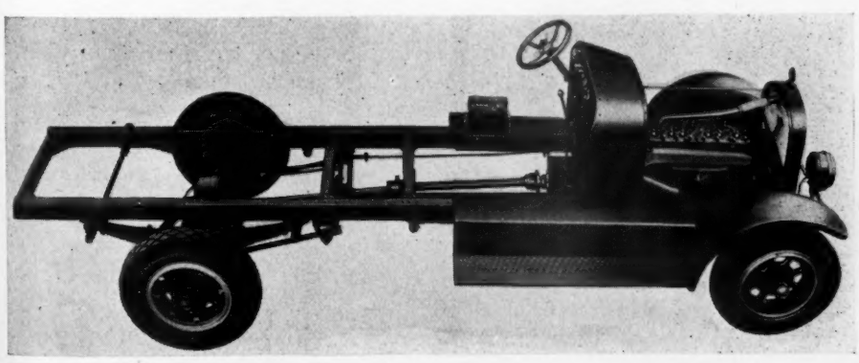
The cooling system includes a honeycomb radiator of the cellular type. A large fan and a heavy steel hood with louvres aids cooling. Water is circulated by a centrifugal pump. Ignition is Bosch battery type, induction coil and distributor, and carburetion is by a model OE, 1½-in. carburetor, which is fed by vacuum from a 20 gal. tank located under the seat.

From the engine power is carried through a Brown-Lipe dry plate, multiple disk clutch to a Brown-Lipe four speed transmission mounted in unit with the engine. A two-piece propeller shaft equipped with self-aligning center bearing carried the power to the rear axle. Final drive is through a Clark spiral bevel gear, rear axle. The differential and axle shafts of this unit are mounted on Timken tapered roller bearings. "Straddle" mounted pinion gear. The front axle is of the conventional "I" beam type. Cam and lever type of steering gear is employed.

The pressed steel frame is suspended from four semi-elliptic springs, 40 x 2¼ in. front, and 56 x 3 in. rear. Both the service and emergency brakes are of the internal expanding type. They actuate on 17-in. drums which are fully enclosed against the entrance of foreign matter. Spark and throttle lever controls are on the steering wheel and the accelerator on toe board. On the instrument panel and within easy reach of the driver are the ignition and lighting switches and the carburetor choke. Gear shift lever and hand brake are in the center and the clutch pedal and service brake are at the left.

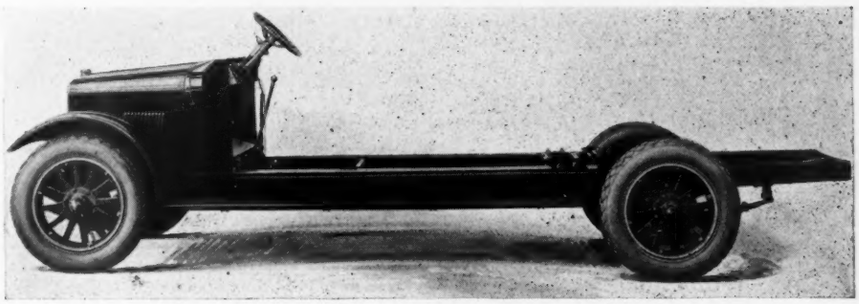
Standardly the wheels, which are of the steel artillery type and 20 in. in diam., are equipped with 32 x 6 pneumatics in front and 34 x 7's in the rear.

Standard equipment includes speedometer, motometer, mirror, windshield wiper, oil pressure gage, spare rim, jack, tool kit, Alemite grease gun and hand tire pump. The electrical equipment includes electric generator and starting motor, electric horn, electric headlamps, tail lamp and dash light, ammeter and Willard battery.



Chassis View of the New 2¼-Ton Selden

New International Low-Hung Speed Truck



New 1-Ton International Facilitates Rapid Loading

COMPANION to the Model S 2000-pound International Speed Truck, which has been rendering satisfactory performance the past five years, is the new low-hung 2000-pound Model SL International chassis, just announced by the International Harvester Co., Chicago, Ill. It was developed particularly to meet the demand of such commercial concerns as bottlers, bakers, movers, laundries, dairies and others for a fast, moderate-capacity truck, with a long wheelbase and built close to the ground to facilitate loading and unloading.

The frame of the chassis is mounted on the front and rear springs by means of an underslung arrangement which brings the top of the frame only 24 in. above the ground. This reduces the lifting distance to a minimum and provides an especially advantageous construction for work where the loading requires the lifting of heavy cases or other weighty objects. It also lends itself well for the mounting of roomy and attractive bodies for use by laundries, dyers, cleaners and similar businesses.

The pressed-steel channel frame is 6 in. deep and consists of five cross members. Although the frame is only 18 in. from the ground there is ample clearance for all practical purposes. The chassis, as in all other International models, is equipped with two auxiliary rear springs—a feature assuring easy riding qualities under varying load and road conditions. The overall length of chassis is 217 in., the distance from cowl to end of frame 161 in., frame overhang over rear axle 48 in., maximum body width allowance between rear wheels 45 13/16 in. and wheelbase 150 in.

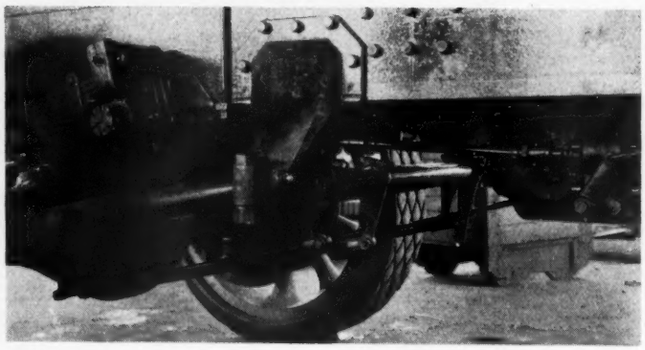
The engine is of the four-cylinder, blockcast, L-head type built to meet the requirements of heavy-duty service at high speeds. The truck operates at maximum speeds of from 25 to 30 m.p.h.

The Super-Strom

Super-Strom titles the new booklet issued by the Strom Ball Bearing Mfg. Co., Chicago, Ill. This little book, which has been designed for insertion into any hand book for ready reference, describes the Super-Strom ball bearing from the viewpoints of design, dimensions, materials, workmanship and load-carrying capacities. It is neatly and attractively gotten up and contains all the essential facts in a clear and concise fashion. Illustrations are used where necessary and where they assist toward quick comprehension. The last few pages are devoted to tabular matter. From it specification details of any nature pertaining to bearings can quickly be obtained.

Design of Latest Indiana Model Simplifies Servicing

QUICKLY detachable major units, designed to facilitate service operations and permit of ready substitution of spare units when overhauling is required, and a novel form of combined radiator guard and shutter assembly are the most important features of the latest truck to be put into production by the Indiana Truck Corp., of Marion, Ind.



Entire Axle Assembly Can be Removed by Two Operations

This new product, known as Model 41 is rated at 4 to 5-ton capacity and is characterized by an unusual and substantial appearance. This appearance results largely from the novel form of radiator guard and hood which, beside having an uncommon contour, are designed to control cooling of the radiator and ventilation of the hood compartment.

Radiator guards, entire power plant, gear-set and rear axle all are mounted on hinged or trunnion brackets. The four-cylinder, 4½ x 6¼ in. Model DU, Waukesha engine with Ricardo heads is carried in a three-point mounting. Carried on shelf brackets attached to the forward engine support is a radiator core, the top tank of which is flat except for an approximately cubical extension to which is attached a cast filler fitting with a branch for connection to the water outlet manifold. The core is held in an upright position by a stay rod which is attached to the head of the engine instead of to the dash, as in usual practice. The core is entirely free from chassis strains.

Power is passed through a Borg & Beck clutch, a Spicer universal joint and propeller shaft to a seven-speed gearset mounted amidship.

Drive from the gearset is by a pair of Spicer universals and shaft to a semi-floating worm Sheldon rear axle. The rear axle is attached to the chassis by a pair of radius rods and a pair of semi-elliptic springs shackled at both ends. By freeing the radius and brake rods, the whole rear axle unit can be rolled out from under the truck, the propeller shaft slipping out of the splined portion of the universal joint at its forward end.

Brakes are of the expanding type, both sets being located inside the brake drums which are of 20 in. diameter. The foot brake shoes are 4 in. wide and the hand brake shoes 3 in.

Assembly of the power plant is such that the entire operation of removing it can be performed, it is claimed, by a mechanic and helper in fifteen minutes or less. When the hood is removed and the radiator guard is lowered the engine can be disconnected entirely from the chassis by releasing and swinging back the four trunnion caps, disconnecting gasoline and exhaust line unions, the throttle lever, the rod which operates the radiator shutters and the wire running to the ignition switch. An eyebolt is connected permanently to the head of the engine for lifting out of the chassis.

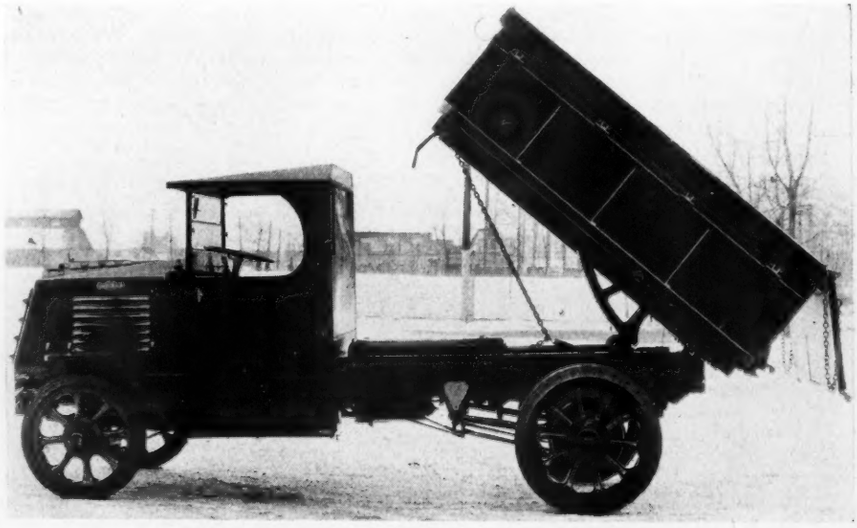
As the power plant is slid forward the propeller shaft connecting to the gearset slips out of the forward universal joint. The clutch does not have to be disconnected because it is operated by a roller which contacts with a rocker-shaped cam attached to the clutch pedal. Side members of the radiator guard are of substantial sheet metal and steel angle which in case of injury in collision can be straightened easily. They serve to carry the shutters, of which there are four, each pivoted at its center line on a heavy steel rod carried in bearings of sufficient size to preclude rapid wear and resultant rattles. With the balances arrangement resulting from having the shutter rod in the center line of the shutter, the latter have no tendency to jar shut. This construction also permits of the use of a smaller number of wide shutters and when the shutters are wide open they afford less obstruction to the free flow of air through the radiator core.

To one end of each shutter rod, is connected a lever and the outer ends of these levers are pivoted in turn a common vertical bar, one end of which is pivoted to a bell crank. The other end of this crank has an eye to receive the end of a bar which runs through to the dash where it is notched and provided with a handle by means of which the driver can set the shutters in any desired position and thus control the flow of air through the radiator. This in turn controls, to some extent, the ventilation and heating of the driver's cab.

The hood is made in three sections, two side units with long horizontal louvres and a top section with a sort of monitor or raised section having additional louvre openings and a door hinged at its rear edge which can be opened in warm weather if additional ventilation is required.

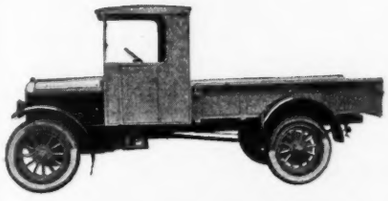
A Ross cam and lever steering gear with 20 in. wheel is fitted. Springs are of alloy steel 3 x 40 in. 9-leaf in front and 3½ x 50 in. 17-leaf in rear. Wheels are Smith metal type with 8 spokes front and 10 spokes rear. Front tires are 36 x 5 in. single front and 40 x 12 giant singles rear. Track is 63½ front and 69¾ rear and the turning radius is 27 feet.

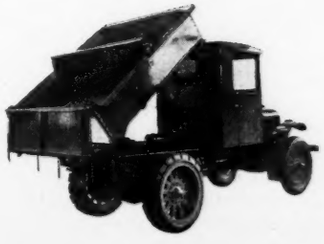
This truck is furnished in two lengths of wheelbase, 145 in. for dump body and 170 in. for cargo body. Body weight allowance is 1800 lb., total maximum load 11,800 lb. and weight of the chassis is 8200 pounds.



Side View of Indiana's Latest Contribution. It is Replete With Innovations

A Business Opportunity That Assures Success!





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SAGINAW, MICH.

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SAGINAW, MICHIGAN
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RUGGLES

Power Plant and Transmission Offset in New Gotfredson Bus

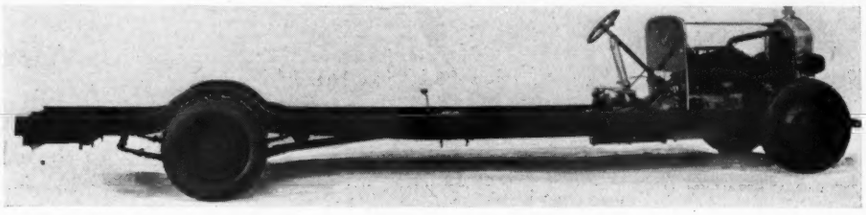
LOW floor and overall heights combined with a clear level aisle are made possible by the offset power plant arrangement of the new Gotfredson 21-29 passenger bus chassis. The differential pot of the cast-steel worm-driven rear axle is located next to the left spring pad so that no obstruction is raised at the center aisle position. Therefore a symmetrical seating arrangement and an aisle with no obstructions are possible. Due to this arrangement of the rear end, the entire power plant is located well to the left of the center of the chassis, bringing about the advantage of greater room at the front door for the usual type of pay-enter urban buses.

In addition to this novel feature, the new chassis is equipped with a six-cylinder Buda engine, Brown - Lipe four speed transmission, Ross cam and lever steering gear, Westinghouse air brakes at all four wheels and Edmunds & Jones type 20 headlamps. The special rear axle is manufactured by Gotfredson. For the 21-29 passenger bodies of the coach or pay-enter types, the wheelbase is 208 in. and a six cylinder 4 in. bore x 5⅛ in. stroke engine are specified. The Gotfredson Truck Corp., Detroit, also plans to build a similar chassis of 230 in. wheelbase with a 4½ x 6 Buda engine for double-deck service. The smaller chassis which is the subject of this description weighs 6000 lbs. and has a wide tread at both front and rear axles. Budd disk wheels and 32 x 6 truck cord tires are standard equipment all around. Dual tires are standard at the rear axle.

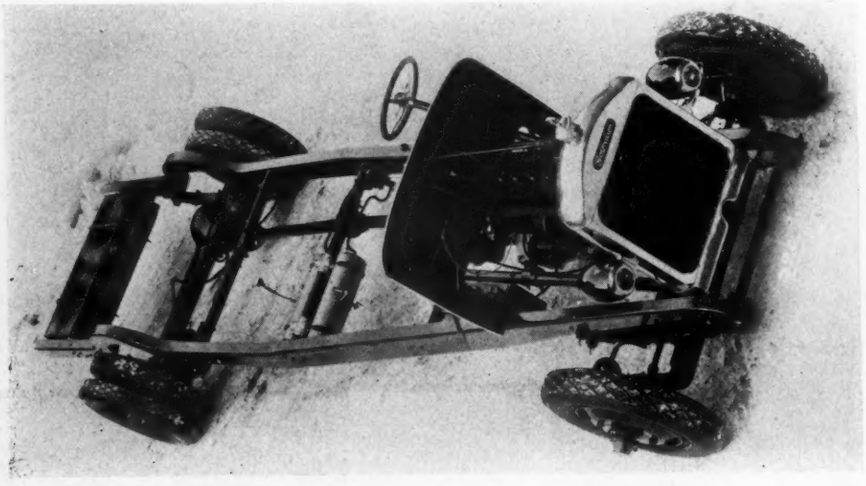
The accompanying illustration shows the offset location of all of the units of the power plant and also shows the tubular cross members which are used at every point with the exception of the front engine support. Side members are made of ¼ in. thick stock and are 8⅝ in. deep at mid-length, tapering to 6 in. depth at the rear horns at the front end. At the rear, the side members are parallel. They taper from a point somewhat back of the middle of the wheelbase to the front horns to facilitate short turning. With the exception of the kick-up over the rear axle the top flange or body mounting surface is flat and in one plane.

Motive power is supplied by the Buda BUS engine which has been discussed previously in these columns. This is an L-head, four bearing engine designed specifically for bus service.

Separate intake and exhaust manifolds of cast iron are used, the former carrying a Zenith vertical carburetor which is fitted with a United Air Cleaner. The air compressor for the Westinghouse braking system is driven by a Vee belt from the water pump shaft. Robert Bosch magneto ignition is used and North East 12-volt starting and lighting equipment is standard. A rubber Vee-belt drives the fan from a pulley at the front end of the water pump shaft. A fin and tube radiator enclosed in a polished cast aluminum housing completes the cooling system.



Offset Axle of the New Gotfredson Bus Model Allows Flat Center Aisle



Perspective, Showing Offset of Transmission Units

Showing Front Wheel Assembly of Westinghouse Air Brake

Both clutch and gear set are made by Brown-Lipe, the former being multiple disk. The gear set is mounted as a unit with the engine with the control set carried on the gear set cover. The hand brake operates on external contracting brake at the back of the gear case.

Three Spicer universal joints are used in the jointed propeller shaft construction. An Skayef self-aligning bearing mounted in a housing which is suspended from the intermediate cross tube supports the intermediate joint. The three-quarter floating rear axle is a rather novel construction. The worm and springs are under-mounted on the dead axle which is a cast-steel unit fitted with reinforcing tubes of drawn steel.

An unusual feature is the mounting of the Westinghouse brake diaphragm chambers on the brake carriers at the front axle. This arrangement eliminates the usual linkage which is required to apply the brakes through the knuckle centers. A rubber hose connects the diaphragm chamber with the air line on the chassis. Front brakes are internal expanding shoes. Control of the front wheels is by a Ross cam and lever steering gear which is connected to both wheels by large diameter tubing and improved ball ends.

Fuel is carried in a 33 gal. tank, which is mounted just back of the rear tubular cross member. A vacuum tank on the dash is connected to both the carburetor and supply tank by Titeflex metal tubing. Alemite connections are placed at every lubricating point on the chassis. Edmunds & Jones type 20 headlamps are standard equipment. The air pressure reservoirs are mounted laterally on the center cross member.

On the rear axle, expanding brakes are used as well, the diameter is the same as for the front axle but the width is increased to 4 in. The diaphragm chambers are mounted brackets inside of the springs and the braking effort is transmitted to the cams by intermediate shafts.

Schacht 3½-Ton Special Latest Edition

The G. A. Schacht Motor Truck Co., Cincinnati, Ohio, recently added a new model to its line. It is designated as the Schacht 3½-ton special and is featured by a full floating double reduction rear axle,

Side View of the New 3½-Ton Schacht Special

4½ x 6 Wisconsin engine and the Schacht ten-speed transmission. Steel wheels are also standard equipment on this job.

Legislation in Ohio had confronted truck operators in that state with a maximum weight problem that would have seriously handicapped their activities. The maximum weight law restricts the truck and load to 10 tons. A 5-ton job carrying a capacity load generally exceeds this maximum and would therefore be operating illegally. It is for this reason that the Schacht company was primarily prompted in furnishing a truck for dump work particularly that would carry a 5-ton pay load and still be within the maximum weight provided by law. The 3½-ton, model L meets this requirement, weighing but 9690 lb. with hydraulic hoist, steel body, cab and equipment.

In recognition of the severe duty to which a dump truck is subjected and the conditions under which they mostly operate, Schacht engineers decided to employ the same power plant in this model as is used in the 5-ton job. The power available would insure ample ability for any operating condition. Together with the ten speed transmission, and abundance of power as well as a fast rate of speed can be exacted in accordance to requirements.

For specific details, engine, fuel system, oiling system, electrical system, types and specifications of units, refer to the specifications appearing in these pages.

Lewis Differential

The Lewis Self-Locking Differential made and marketed by Lewis Automotive Products, 29 S. La Salle St., Chicago, is claimed to solve many transportation problems. Among the advantages claimed are: time saved; reduced operating costs; more mileage; better control; and less wear on axle gears.

The differential for Ford truck consists of a driver in the shape of a four-arm spider and two clutch gears. The clutch gears have double cams on their inner sides which work in conjunction with the spider. They have teeth on their outer sides which mesh into all 24 teeth of each gear on inner ends of Ford axle shafts. When driving, the teeth are locked, giving the effect of a solid axle.

The Lewis differential is claimed to make use of all the power. It delivers equal power to both rear wheels. It increases motive power by preventing spinning of one wheel and thus eliminates wasted power. The Ford truck model lists at $35.00.

Wiedman Modern Traveling Palace

Various types of "homes on wheels" have been offered from time to time. Some were of extreme de luxe construction making the cost prohibitive to the average prospect, others were too cumbersome, some lacked the most important living essentials, still others required too much camping and decamping preparation. It remained for some ingenious person with an inventive mind to devise and construct a standardized outfit that would satisfactorily meet every requirement and still remain in a moderate price class. The Wiedman Body Co., North Tonawanda, N. Y., has brought out such a body. It is designated as the Wiedman Modern Traveling Palace and equipped with every convenience of the modern home, lists complete at $970. The construction, which is attractive in appearance, is light and strong. It is also spacious and ample provision has been made for ventilation. The body is no wider than the fenders and is mounted low, making it impossible to tip over.

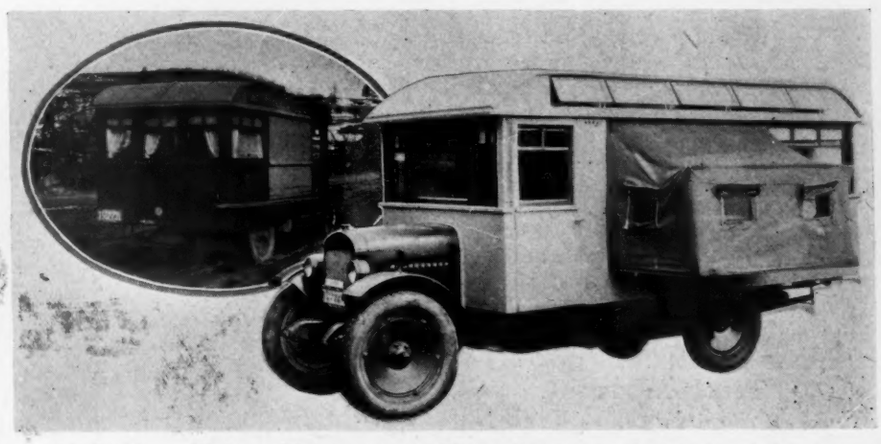
Mounted on any chassis of from 96 to 104 in., from dash to axle, the owner of this home can go wherever there is a road or traction. Since the body is constructed with a patent dash and wheel pockets, it can be mounted on any chassis quickly and easily, although the factory will mount the body at no additional cost.

The maker also furnishes the body shell only, to those desiring to furnish their own equipment. The list is $680 and includes linoleum floor, linen cupboards, electric lights, auxiliary driver's seat and tire carrier. If other items of equipment are desired they may be obtained. For the convenience of those desiring to choose their own equipment a special price list covering every item necessary is provided. Close examination of the complete body will reveal two full size beds, fully equipped which fold into the side walls when not in use. When open they are covered by waterproof canvas tents. Since these beds extend outward full use of the interior is permitted at all times.

The kitchenette is located at front and to the left of the driver's seat. The diningette is centrally located and contains every necessary article for the table. The laundry is located front left and is supplied with running water from a supply tank. A shower bath is also provided.

Linen cupboard is located over front windshield and the wardrobes are placed in the rear convenient of access.

Illumination is furnished by three electric dome lights. Cretone covered cushioned seats run along both sides and have ample space beneath for storing. A large observation parlor with large windows is provided in the rear. Exit is through the rear center. A larger entrance door is located at front, to the right of the driver's seat.



All Set for a Night at Home. Insert Shows the Palace En-Route. Note the Observation Parlor

Stewart Offers New Two-Ton Chassis

A new two-ton capacity unit, designated as model 18 and priced $1890, has been added to the Stewart Motor Corp. line.

It has a four-cylinder, 4 x 5 in. engine with five bearing crankshaft, full pressure lubrication and pump circulation of cooling water. The carburetor is a Zenith and the starting, lighting and ignition system is of Remy make. The radiator has a tubular type core and cast tanks. Multiple dry plate clutch and three speed transmission are assembled with the engine in a unit power plant.

Power is transmitted through a two-piece, tubular propeller shaft to the rear axle which has helical reduction gears and straddle mounted pinionshaft. The axle, is a semi-floating design with Timken bearings at the differential and at the wheel ends. The axle housing is a cast-steel banjo type with the differential supported in a removable carrier. An I-section front axle is used. The steering gear is a Gemmer worm and sector unit.

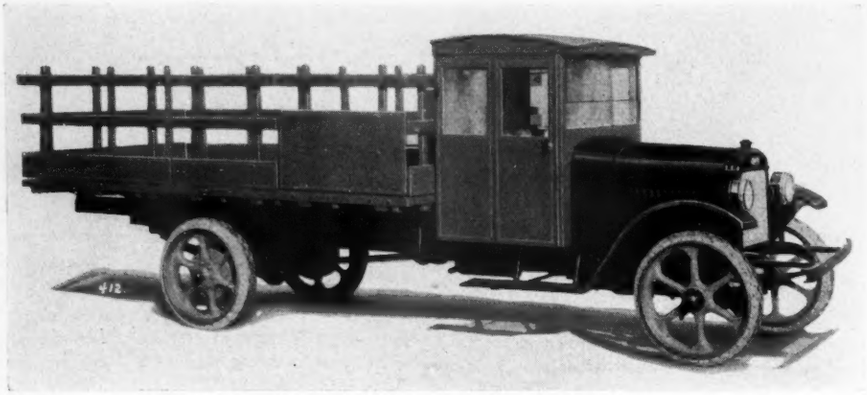
Frame side rails are 6 in. deep and 7/32 in. thick, and provide 124 in. of loading space back of the driver's seat. Front springs are 38½-in. long, 2¼ in. wide and have 10 leaves, and those at the rear are 50 x 3 in. with 12 leaves. Service brakes are 3 in. wide and act internally on 15½ in. drums on the rear wheels. The emergency brake is a contracting type, 4 in. wide and 8½ in. in diameter, mounted on the rear of the transmission. The wheelbase is 160 in.

Equipment includes pneumatics, electric lights and horn, tool kit, grease gun, jack and front bumper.

The Stewart Motor Corporation shortly expects to announce production on a new six-cylinder bus chassis in two wheelbases. The short or 198-in. wheelbase job will list at $3950 and the 220-in. at $4150. Descriptive details will be furnished later.

The two-ton truck model has a four-cylinder, 226 cu. in. displacement Hercules engine having forced feed lubrication, pump circulation of cooling water, magneto ignition and Zenith carburetor. The clutch is a Borg & Beck and the transmission provides three speeds forward and reverse. Drive to the worm reduction rear axle is through a two-piece tubular propeller shaft supported centrally in an SKF self-aligning ball bearing. Frame side rails are 212 in. long. They are pressed from 3/16 in. stock. The front springs are 42 x 2½ in. and those at the rear 50 x 3 in. The solid tires are 34 x 3½ in. and 34 x 6 in. front and rear respectively. With the standard wheelbase of 140 in., the loading space in back of the driver's seat is 10½ ft. Equipment included in the list price consists of seat and riser, tool box and kit, horn, oil side and tail lamps, and Alemite lubricating system.

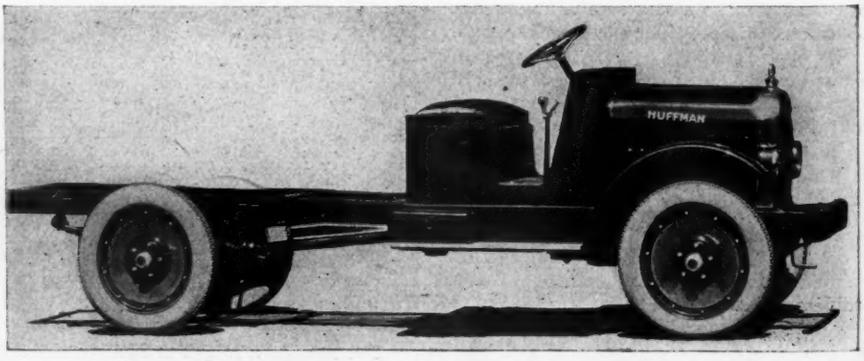
The power plant in the 1½ ton speed truck including clutch and transmission is the same as in the 2-ton model. The drive is through a tubular shaft, rear axle torque and propulsion being taken through the springs. The rear axle is a bevel reduction type. The frame side rails are of the same section as in the large model but are 10 in. shorter. The standard wheelbase is 132 in. which gives a loading space back of the driver's seat of 8 ft. 9 in. Spring lengths and widths are the same as in the two-ton model. Artillery wood wheels, with 33 x 5 in. pneumatic tires are regular equipment. Other equipment on ths model includes electric lighting system, electric horn, Alemite system, and nickeled radiator shell. Double internal expanding brakes are provided on both models.



Latest Two-Ton Stewart Model 18, Lists at $1890

Huffman Announces Two New Truck Models

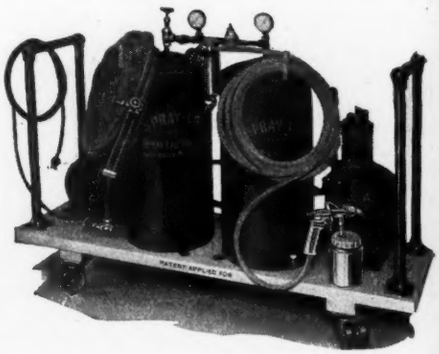
Huffman Brothers Motor Co. has brought out a 1½ ton capacity speed truck priced at $1790, and a 2-ton capacity model listing at $1990.



One of the Two New Models Recently Put on the Market by Huffman

Spray-Lac Unit

The Spray-Lac Mfg. Co., 5642 Harper Ave., Chicago, Ill., recently placed on the market a combination paint-removing and lacquering or painting unit for automotive refinishers. It is known as the Spray-Lac Unit and embodies the necessary devices for paint removing by air pressure, as well as for spraying lacquer finishes. It is shipped complete, is self-contained, portable and attachable to any lighting circuit. The price is $265 complete as shown in the accompanying illustration.



Outfit for Removing Paint and Refinishing

To remove paint special paint removing fluid is mixed according to directions and poured into the tank. After adjusting the air chemical valve on the spray nozzle to emit the fluid at proper consistency, the surface to be removed is then sprayed. After letting this set for 30 minutes the surface is washed clean by the water and air sprayer. To lacquer, first adjust the pressure on gauge at chemical tank to about 40 lb., fill the lacquer cup on air gun and then spray as per instructions furnished with the unit.

The unit contains a one horse-power motor with 25 ft. cord and plug for lamp socket, air compressor, belt, air tank, paint remover tank, paint-remover nozzle with 17 ft. of hose, air gun with 17 ft. of hose and all pipings, fittings and gauges in place ready for operation.

Dual Purpose Motor Coach

The new Monitor roof, center aisle type bus body introduced by the Auto Body Co., Lansing, Mich., has the advantages of the city pay-enter type of body combined with that of the inter-city motor coach.

This combination gives flexibility of operation permitting the operator to shift this unit from city to inter-city work. It is built to withstand hard usage over highways and to provide for pick up and emergency loads.

The body is beautifully designed and although low in appearance it provides ample head room for standing passengers. The seating arrangement together with ample aisle room assures comfort. The cushions are leather with tilted backs. A smoking compartment of ample proportions is optional. The operator is not required to leave seat either to collect fares or handle baggage. There are two emergency doors, one located opposite the entrance door and one in the center rear. Fixtures and appointments are pleasing. It has a dual lighting system, a signal device at the command of each passenger and standard window regulators and a well devised heating and ventilating system. The interior woodwork is walnut finish.

This model seating from 19 to 27 passengers can be furnished for all loading chassis.

without removing the seat, the gas filler spout extending up between the two sections of cushions. A tool compartment is located underneath the seat with a door opening out on the right hand side.

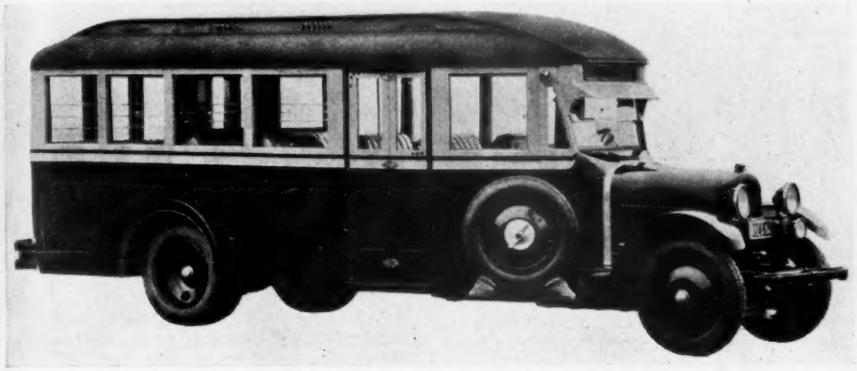
The depth of the frame has been increased and the front cross member is removable.

36 x 5 inch front tires and 36 x 10 inch rear tires are standard equipment. Heavier, longer, wider springs, and larger eyes with replaceable bushings have been adopted. There is a tie bar between the rear spring rear brackets. This tie bar does not replace the shackle bolt, but allows the standard high carbon heat treated bolts to be used for shackle action.

The steering gear is a recently developed truck type with proper ratio in the screw to afford easy steering. There are ample bearing surfaces throughout.

The service brake is mounted on the front propeller shaft at the center bearing support. It consists of a single laminated drum with two wide shoes mounted on a tubular member.

Pressure feed lubrication to all working parts of the engine. The wheelbase is 165 in. with 156 and 185 in. available.



Auto Body Company Combines Advantages of the Pay-Enter Type and Inter-City Coach Type

Model 19, Third Series, Announced by Republic

In keeping with its established policy of continually improving its product, the Republic Motor Truck Co., Inc., Alma, Mich., has announced the new Republic Model 19, third series, 3 tons capacity. This new model supplants the Model 19, second series.

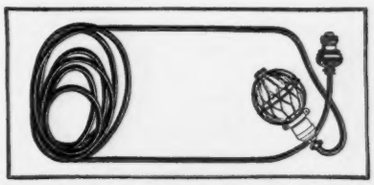
One of the new developments is an increased frontal area of approximately 60 sq. in. The polished aluminum tank top, surmounted by a heavy Republic shield, together with the addition of a lower tank skirt, also creates an impressive appearance. In addition the lower tank skirt affords cold weather protection to the lower water outlet.

Another improvement is the cab, which is of the clear-vision type, roomy and comfortable. The driver's seat is divided so that the gasoline tank can be filled

Port-O-Lite

The Packard Electric Co., Warren, O., recently placed on the market a plain rubber covered, two conductor portable cord for heavy duty garage service for use in connection with portable drills and lamps. It is known as Flex-O-Cord.

A development of this cord is the Port-O-Lite which consists of a 25 ft. length of Flex-O-Cord equipped with plug, socket, lamp and guard, all ready to plug in. Port-O-Lite outfits are shipped in neat boxes of striking design. A special method of clamping socket and plug to the Flex-O-Cord is an outstanding feature of the Port-O-Lite outfit.



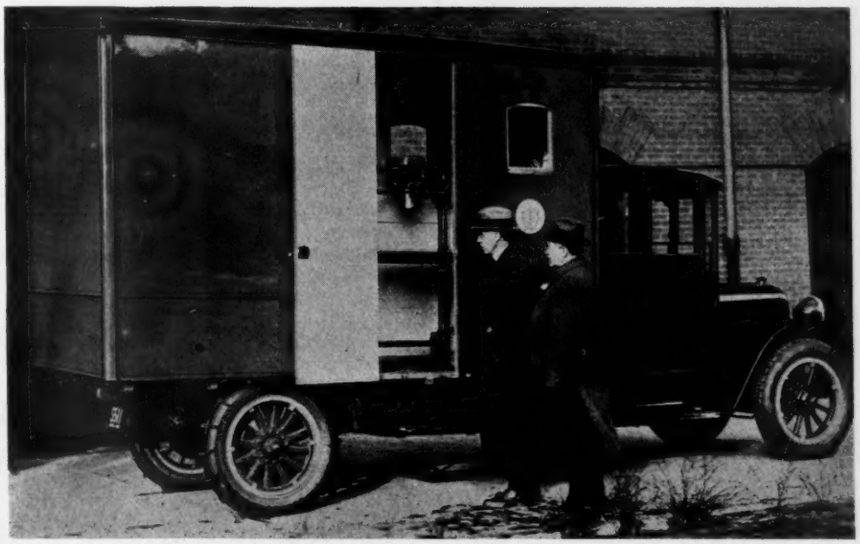
Complete Equipment of Port-O-Lite

Two Martin-Parry Branches Move to New Locations

On March first formal openings in new locations of two branches of the Martin-Parry Corporation, commercial body builders, were held.

The Philadelphia branch is now located in the Traylor Building at Broad Street and Lehigh Avenue. Occupying the entire main floor of this modern building, with excellent railroad facilities, abundance of light, and commodious floor space, it is in a position to render unusually good service in assembling, mounting, etc.

The Long Island City branch is also in its new building on Hulst Street at Queens Boulevard. This is one of three branches in this district, the others being in the Bronx and in Kearney.



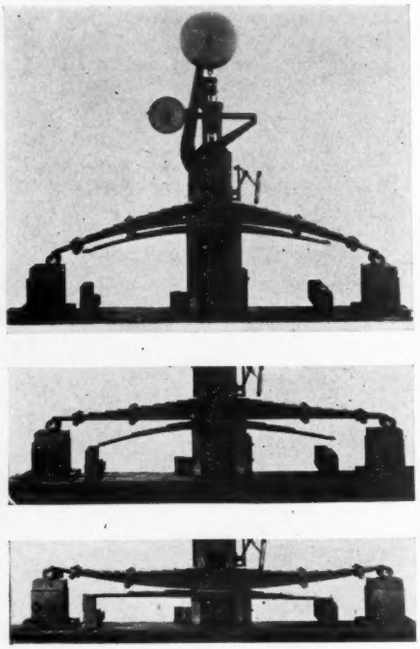
Range of Usefulness Multiplied by Mounting State X-Ray Machine on Reo Speed Wagon Chassis

With this portable outfit the Massachusetts state department of health will visit all cities and towns carrying out its program of public health work by establishing quick and direct contact with the public. The laboratory equipment carried is not only expensive but delicate and cannot suffer extensive jarring or bumping.

Operating Principle of the Detroit Spring

In response to numerous inquiries concerning their new auxiliary type rear bus spring, the Detroit Steel Products Company has prepared further data together with test photographs showing a sample spring under varying loads.

Special emphasis is placed on the fact that this new spring is designed particularly for city type buses, on which the passenger load may vary from zero to within twenty-five per cent of the weight of the empty bus. The illustrations show a typical example designed for an 11,000 pound street car type bus, with a carrying capacity of thirty-seven seated passengers.



How the Auxiliary Spring Acts

No. 1. Auxiliary type spring without load. Both ends free. No. 2. One end of auxiliary spring in contact. No. 3. Both ends in contact.

The principle of design, while not new, does embody several new and ingenious features. In the first place, the ends of the auxiliary spring are of unequal stiffness, and so arranged that the more flexible end comes into contact first. This gradually increases the resistance of the whole spring and serves to carry the load until it becomes so great that the second and stiffer end of the auxiliary comes into contact. This adds still further resistance, and enables the spring to function under a capacity load, with maximum comfort to the passengers and minimum risk of breakage.

The unequal stiffness of the two ends of the auxiliary spring may be obtained in different ways. The simplest and most economical manner is to make the legs of unequal length. When the chassis design does not permit such construction, it is possible to make the legs of equal length, but vary the number or thickness of the plates in one end, to insure the proper flexibility. Engagement of the ends of the auxiliary may be made on the bus frame, itself, or on brackets attached to it, or the entire spring assembly may be made self-contained, so that the ends of the main spring, when deflected, come into contact with the ends of the auxiliary. In this latter case, the auxiliary spring is placed under the main spring.

The increase in stiffness is so balanced that there is no unpleasant or abrupt change at any time. The main spring is designed to carry a light load with maximum comfort, and the auxiliary simply reinforces it, gradually, as the load requires.

In any carefully designed simple leaf spring the stresses, due to bending, are nearly equal throughout the entire length of the spring. This new spring is built from units of simple springs, hence the stresses in each unit are practically equal throughout its length.

The Jewel Safe-T-Lite

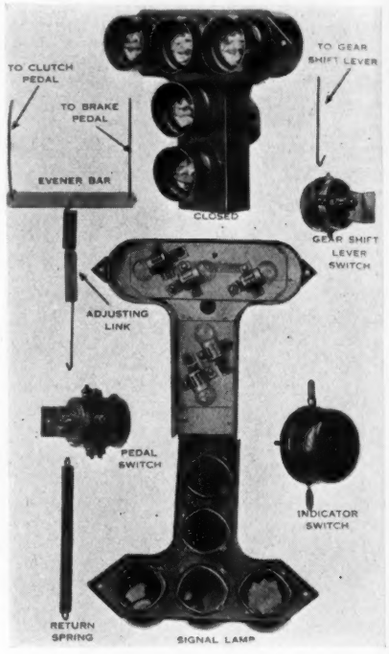
A new traffic signal being marketed by the Woodworkers' Hardware Mfg. Co., 1201 Cortland St., Chicago, is receiving considerable attention since its operation is based on the standard traffic lights used on boulevards. The new light employs red, yellow and green signals in addition to a right and left turn signal.

The lights, and the Go, Slow and Stop signals, are connected up with the controlling levers of the vehicle in such a way that the proper signals will be given automatically.

The Right and Left Turn Signals are manually operated. A switch mounted on the left side of the steering wheel is operated by extending a finger without removing hand from wheel. A separate switch lever controls the automatic signals. Two pilot lights in this switch indicate the working condition of the system.

The lamp casing is of heavy steel drawing, made in the shape of the letter "T," 6½ x 6½ x 3 inches, equipped with heavy jewel cut lenses which magnify the small two candle power lamps used.

Two rotary type automatic switches packed in vasoline and sealed insure continued service without trouble. The wiring is composed of a unit cable with different colored wire coverings for simplification of installation. Unit comes all wired up except one switch which is plainly numbered. Mechanic when installing places a certain color on a certain number.



Showing Construction of the Jewel Safe-T-Lite Traffic Signal for Buses

Ford Brings Out Stake Body

The Ford Motor Co. has added a stake body to its one-ton truck equipment and distribution has begun through its dealer organization. The list price on the truck complete with the new body is $560.

Except for floor and rack boards, which are of wood, the body is all steel. The floor space is 60 in. wide and 98 in. long, and the sides are 26 in. high. The racks are in five sections, two on each side and one at the rear. The sections are held together by steel stakes, the ends of which fit into sockets cut into the outer steel frame of the platform. The list price includes an all-steel cab.

Ford One-Ton Stake Job Lists at $560 Complete

Personals

E. W. Allen, manager of the Commercial Truck Division of the American La France Fire Engine Co., recently added F. J. Mannix, W. E. Lutts and Samuel F. Wright to the sales force. Messrs. Mannix and Lutts are specialists in the commercial truck field. Mr. Allen is very enthusiastic about business prospects for the coming year and is building up his sales organization.

William P. Allen has been appointed manager of the new Paint, Lacquer and Chemicals Department of the duPont Company, formerly known as Paint department and the Cellulose department. William Richter will be assistant manager.

W. R. Angell, executive vice president of the Continental Motors Corp., is touring England, France and Germany to study automotive development in the foreign field. He says quantity production of motors at low cost is an almost unknown quantity among the English. British tendency is to purchase motors in quantities from American manufacturers.

M. W. Bartlett, president of the old Splitdorf Company, becomes president of the Splitdorf-Bethlehem Corp., while C. M. Schwab, formerly president of the Bethlehem Spark Plug Co. will serve as chairman of the board. The plant and executive offices of this company are at 392 High St., Newark, N. J.

A. E. Berdon, who has had varied engineering experience in the automotive industry, was recently appointed assistant engineer of the Eisemann Magneto Corp. Mr. Berdon was formerly affiliated in an engineering capacity with the Self-Feeding Vaporizer Corp., Dodge Brothers, and Remy Electric Co.

C. W. Blackman has resigned as vice-president, director and general manager of the Northway Motors Corp. and also of the Amalgamated Motors Corp.

J. B. Bleiler, nationally known in the tire industry was recently appointed Director of Sales for the Braender Rubber & Tire Co., with headquarters at Rutherford, N. J. Mr. Bleiler first entered the tire industry in 1908 with the Diamond Rubber Company and has since held executive positions with Overman Cushion Tire Co., How Tire & Rubber Corp. and Fisk Tire Co.

W. E. Cobb has resigned as general sales manager of Maccar Truck Co. It is not known what his plans are for the future. In the 18 years he has been in the automobile industry he has been connected with Master Truck Co. as eastern sales manager and president of the New York Branch; with the Locomobile Co. of America, Inc.; with Simplex Motor Car Co. and National Motor Car Co., and Polk Manufacturing Co.

Hugh M. Craig, who for six years has been executive manager of the general export division of the General Motors in New York, has been made vice-president of the Staring Co., Minneapolis realtors.

P. F. Drury has resigned as assistant general manager of the National Automobile Dealers' Assn., according to an announcement received from C. A. Vane, general manager. Mr. Drury has been affiliated with this organization for the past five years, becoming assistant general manager three years ago. His plans for the future are not announced.

H. H. Durr has been elected president of the Victor Rubber Co., Springfield, Ohio. R. F. White has been made secretary and treasurer.

Eugene J. Ellis, president of the Empire State Automobile Merchants' Association during 1924 and a Dodge dealer in Rochester, N. Y., died at his home after a short illness.

Herbert A. Faulkner, former director of advertising and sales promotion for the Moreland Motor Truck Co., who has been ill for nearly a year, has recovered and is now opening an automotive advertising agency with branches in San Francisco and Los Angeles.

J. A. Gelzer has been appointed sales manager of the Automotive Division of the Wagner Electric Corp. Mr. Gelzer has been identified with this company, which manufactures the Wagner starting and lighting equipment and the Lockheed hydraulic brake system for some time.

D. A. Grubb, prominent in the tire industry, is now associated with the Star Rubber Co. as vice-president in charge of sales. Mr. Grubb is well known as a result of close contact with the commercial field. During the past two years he has devoted his attention chiefly to bus and truck conditions and is an authority on many phases of this subject. He will keep in touch with truck and bus manufacturers and design as well as sales and distribution. He was formerly secretary and manager of the India Tire & Rubber Co.

H. B. Hankinson, former New York Branch Manager of the Mohawk Rubber Co., Akron, O., has been appointed Sales Supervisor of this company. Mr. Hankinson's wide experience and practical knowledge of merchandising problems will be employed for the benefit of Mohawk distributors and salesmen.

R. A. Hauer, manager of the Bus Department of the International Motor Company, reports that the sales of Mack buses for February have increased 65 per cent over average monthly sales for the past six months. The sales for February over the preceding month show a gain of 17 per cent.

Matt J. Herold has entered the service of the United States Electrical Tool Co. of Cincinnati as general sales manager.

L. Clayton Hill, automotive sales manager of Valentine & Co., announces the opening of a Detroit office at 10-254 General Motors Building. This Detroit district will be in full charge of Mr. Hill.

Gabe Hilton, service manager of the Wisconsin Parts Co., Oshkosh, Wis., has resigned, and is succeeded by **W. A. Welch.**

R. D. Hilty, who for the past 19 years has been connected with Reo distribution, has resigned as general manager for H. J. Adams, Reo distributor for northwestern Ohio. It is understood that he will enter business for himself.

William Hufstadter, formerly general sales manager of the Mason Truck Co., has recently joined the Graham Brothers division of Dodge Brothers and will work in the Minneapolis territory.

H. F. Janda recently received the appointment of assistant director of the Highway Research Board of the National Research Council. He was for two years assistant city engineer at Ortage, Wis., became assistant professor of civil engineering at the University of Cincinnati, and associate professor of highway engineering at the University of North Carolina.

A. A. Lehr, general sales manager of the A. J. Detlaff Co., Detroit, has resigned.

C. D. McKim, sales manager of the Continental Motors Corp., was elected second vice-president of Motor Truck Industries at the last meeting of this association. He replaces the office vacated by Geo. W. Yoeman.

M. S. McNay has been appointed sales manager of the Bock Bearing Co. according to announcements just made by R. E. Clingan, general manager. Mr. McNay was a graduate of Purdue University and in 1916 became sales engineer of the Hess-Bright Mfg. Co. He transferred his activities from ball bearings to roller bearings in 1918, when he became associated with his present connection.

C. O. Miniger, president of the Electric Auto-Lite Co., stated at the annual meeting in Toledo that considerable new business is being booked and that the first six months of the current year will be better than all of 1924.

C. P. Neumiller has succeeded to the presidency of the Holt Manufacturing Co. following the resignation of Thomas F. Baxter. Mr. Baxter's resignation followed the announcement that the control of the company had passed to the Pierce Fair & Co. group.

Frank L. Parrill has joined the staff of Hammel Sutphen & Co., Inc., national advertising agency, Los Angeles. He has been sales promotion manager of the Prest-O-Lite Co., and has been on the merchandising and advertising staff of the Chilton Co., Philadelphia. Following that he was advertising manager of the Cole Motor Car Co. and with the Homer McKee Advertising Co.

Walter M. Petty has been appointed designing engineer for the Maccar Truck Co. He was formerly connected with Mack Bros. Motor Car Co. and the Service Motor Truck Co.

Fred C. Robie has been elected vice-president of the Eaton Axle & Spring Co., and appointed assistant to President J. O. Eaton. Mr. Robie was formerly with General Motors in an engineering capacity which position he resigned for his new connection. Prior to his affiliation with General Motors he was with the Ford Motor Co. for six years, where he was actively engaged in production.

J. D. (Jerry) Shively has joined the forces of C. C. Hanch, general manager of the National Assn. of Finance Companies, as his assistant. He will be located in the Chicago offices of the association.

Lucius S. Storrs, upon taking office as managing director of the American Electric Railway Assn., has started in his new work by calling members' attention to the fact that they should take full advantage of the association's services. To establish a better understanding between the members and the work of the association, various members will be visited between the present time and the next convention to show them how the association can render them more service.

Alfred H. Swayne, vice-president of the General Motors Corp., sailed on a trip to Europe. In addition to his contacts with GMC interests, he will make a study of the financial situation among the leading Continental countries.

C. S. Thomson, export manager of the Four Wheel Drive Auto Co., recently sailed for South America on business for his company. He expects to be gone for several months.

J. C. Weed, well known in the industry as a result of his long affiliation with the Chilton Co. and later as sales director of the Commerce Motor Truck Co., has been appointed manager of the Detroit territory of the Trailmobile Co. His headquarters are 6488 Epworth Blvd., Detroit, where he has opened a factory branch.

C. A. Wethered, formerly of the Chevrolet Motor Co., has joined the staff of the T. E. Jarrard, wholesale manager of Durant Motor Company.

An interesting fact about the Piston Ring Company of Muskegon, Michigan, manufacturers of Quality, No-Leak-O, Sealdrain and Drainoil Rings, is that it is at present carrying a larger number of employees than ever before in the history of the company, and still its busiest season is not yet here.

"These are action scenes from our road hauling work in Southern Pennsylvania on which we used 31 Heil Bodies and Hydro Hoists on our fleet of White Trucks."

Yes! Heil Units Stood Up Well

READ Harry Siegler's letter for yourself. He is the White dealer at Lancaster, Pa., who sold these Heil dumps. Siegler says: "Our contractors last year gave all the equipment a severe test, and the Heil units stood up very well. No trouble at all was encountered. This helped wonderfully because we were far from a service station.

"The hoists raised quickly and gave a high dumping angle. You may be sure we recommend them especially for heavy work like these road contracts. Fourteen of this White fleet are now doing state road work at Madison, Florida."

[Truck Dealers! Send today for Catalog 140 and Price Lists. Heil Bodies and Hoists made for every truck. Information Tables on recommended body lengths—dumping angles, ground clearances, etc., on Brockway, Corbitt, Commerce, Garford, G. M. C., Indiana, International-Harvester, Mack, Pierce-Arrow, Sterling, White and others. Valuable data for your salesmen.]

THE HEIL CO.

1143 Montana Avenue Milwaukee, Wisconsin

One of Our Twenty-Five Distributors is Near You

Stocks of Bodies, Hoists and Parts in New York, Philadelphia, Baltimore, Washington, D. C.; Pittsburgh, Cleveland, Toledo, St. Louis, Louisville, Chicago, St. Paul, Denver, San Francisco, Seattle, Memphis. Sales and Service in many other cities.

THE COMMERCIAL CAR JOURNAL

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Perfecting—the 1 and 1½ Ton

Manufacturers of ton and one-and-one-half-ton jobs have attained a fine degree of perfection in their product.

It is quite essential that these jobs be equipped for traffic with Shock Absorbers, Speedometers, Rear Vision Mirrors and Horn.

The same advantages gained by makers of cars who equip with Stewart-Warner Accessories, may be used as sales boosters by light truck manufacturers.

Stewart-Warner Vacuum Tank also enables placing the gas tank where it may be filled OUTSIDE the car.

Let Us Work With You

NECESSARY!

AN ECONOMY!

A PROTECTION!

STEWART-WARNER SPEEDOMETER CORPORATION
CHICAGO U. S. A.

Stewart-Warner Accessories

BALLOU & WRIGHT
WHOLESALE
AUTOMOTIVE EQUIPMENT
SEATTLE WASH.

March 27th 1925

Hall Mfg. Co.,

Toledo, Ohio.

Dear Sirs:

It may be of interest to you to know the test put on by our firm to see what your Hone would do under the worst of conditions.

We took a Ford block which was specially tapered from top to bottom .015 by a lapping machine and set it in a boring machine and bored it down from top to bottom so that the cylinder measured Taper .006, Oval at top .010, Oval at bottom .015. This was honed out in nine intervals or approximately ten minutes actual running time to .020 oversize, and to .001 tolerance both taper and oval.

We think this is a wonderful performance for a tool selling at $35.00.

Too much credit cannot be given this tool for it is a necessity in the smallest and largest shops. Personally I am for this money making tool - one hundred percent.

Very truly yours,

Geo. P. Webster

Service Managers!

Ernie Hall Says:

"COMPETITIVE TESTS COUNT when conducted under competent supervision. Read the Willys-Overland and Fairbanks-Morse Competitive Tests. Then study the sketches of honing principles and you'll see why the Hall Hone is the only one capable of making an oval hole round. Almost any hone can be made to correct a taper cylinder, but removing an oval condition is different. HALL HONES INVITE COMPETITIVE TESTS."

Willys-Overland Competitive Test

Manufacturers' Representatives were invited to compete in this test. Hall Hone wins.

HERE'S THE TEST!

WILLYS-OVERLAND COMPANY, Ltd.
West Toronto---Service Dept.

Cylinder Hone Tests, February 27, 1925

Cylinders Specially Prepared

Hall Hone (using ½ in. drill) Total Time 48 Minutes

Bore at start
Out of round 017
Taper 010

Bore at finish
Out of round 001
Taper 001

Three Stone Hone (using ⅝ in. drill) Total Time 40 Minutes

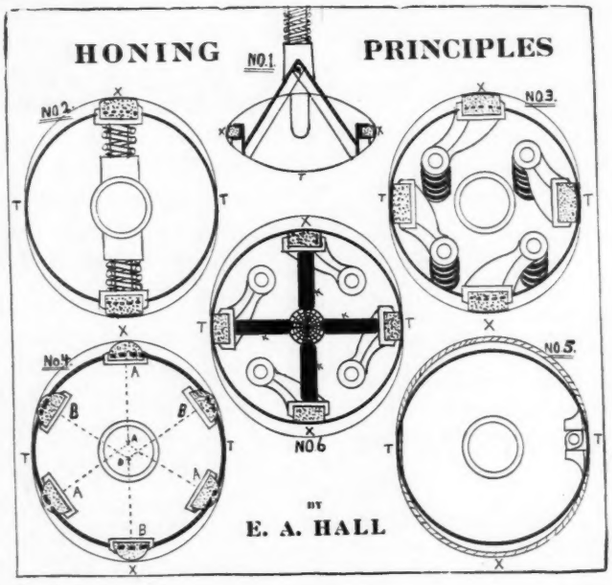
Bore at start
Out of round 019
Taper 008

Bore at finish
Out of round 016
Taper 003

(This hole never completed)

Study These Sketches and Convince Yourself

No. 1 and No. 2 show how any 2-arm single or double spring hone will follow out into oval. No. 3 shows how any 4-stone hone with individual spring applying pressure to each stone must follow the oval. No. 4 shows how any 3-stone hone is at all times honing an oval hole. It cannot possibly get a three-point bearing in the true circle. Move the stone "A" one-sixth of revolution to Point B and you still are honing the oval. Also your center has changed. The hone changes its center six times every revolution and therefore follows the contour of the worn hole. No. 5 shows an abrasive sheet tool. It is expanded tightly in the oval hole and is therefore forced out of shape and consequently follows the worn oval hole.



The HALL Oval Principle Explained in No. 6 Sketch

The Hall has one center taper cone, used with or without spring pressure (used solid for sizing). This cone operates levers "K" against stone carriers equally at all times, it being impossible for the two stones that are in the larger or oval part of circle to be forced out a single thousandth of an inch farther than the two stones that are honing the smaller diameter "T". It being necessary to hone off metal at point "T" equal to point "X" before all stones are cutting with equal speed. This results in an oval hole quickly becoming round. This is the HALL patented PRINCIPLE.

Watch This List Grow

HALL Oval Principle

Recognized by:

Buick Motor Co.
Chevrolet Motor Co.
Willys-Overland Co.
Rickenbacker Motor Co.
Durant Motor Co.
Rolls-Royce
Velie Motor Co.
Pierce-Arrow
Yellow Sleeve Valve Engine Works
Oldsmobile Motor Co.
General Motors
Four-Wheel-Drive Truck Co.

Service Managers

Study the above sketches and convince yourselves on the right hone. Others are already doing it. Do your own thinking, demand a hone embodying both oval and parallel principle. Remember: round rings fitted into oval cylinders means passing oil, compression loss and crank case dilution. The hone without oval principle is the cause. Check it NOW! Demand the Hall Hone from your jobber.

The Hall Mfg. Co.

440 Dorr St. Toledo, Ohio

MONTREAL 26th., Jan., 1925

12 Victoria Street

Hall Gear & Machinery Co., Limited
Toronto.

Gentlemen:-

Attention Mr. Burns

We take pleasure in stating that your Hall Cylinder Hone has been most satisfactory in that it positively trues up oval cylinders, that it also squares cylinders with crankshaft.

In short we believe it capable of doing the work you claim for it

Jane Ferguson
Service Manager